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Vol. I

DLMSO

12 Aug 94

MILITARY STANDARD TRANSPORTATION AND MOVEMENT PROCEDURES

- I. This change, published by direction of the Deputy Assistant Secretary of Defense (Logistics) (DASD(L)), under the authority of the DoD Directive 4140.1, Materiel Management Policy, is effective upon receipt.
- II. This change incorporates:
- A. Interim Changes 5-1 thru 5-7 (less 5-6) which are hereby superseded.
- B. The following Approved MILSTAMP Changes:
- (1) AMCL 31, HHG Type Shipment Code
  - (2) AMCL 32, ISO Container Numbers
  - (3) AMCL 35, Realignment of Functions from MTMC to AMC
  - (4) AMCL 36, Inclusion of CANUS-ILOC
  - (5) AMCL 37, Army Unit Moves
  - (6) AMCL 38, ATCMD Transmission and ACA Procedures
- C. Appendix F1 was erroneously omitted during the publishing process of Formal Change 3 and is therefore included in this change.
- D. Miscellaneous editorial revisions to correct and/or clarify existing information.
- III. Chapters, paragraphs, and figures that contain additions or modification are highlighted by ***bold italic type***.
- IV. Remove old pages listed below and insert new revised pages as follows:

Remove Old

v thru xiii  
xv and xvi  
1-A-1 thru 1-A-4  
1-B-1 thru 1-B-8  
1-C-1 thru 1-C-6  
1-D-1  
2-A-1 thru 2-A-3  
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3-A-1 thru 3-A-4  
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Insert New

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1-A-1 thru 1-A-4  
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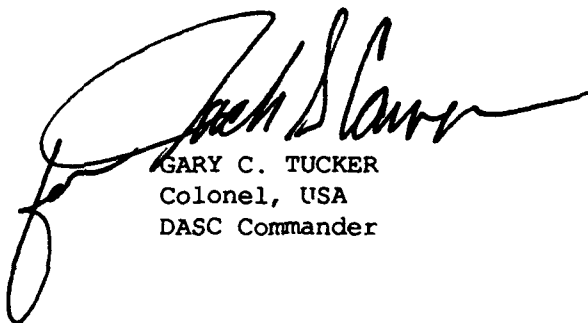
F4-1 thru F4-35  
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V. This change sheet will be filed in front of the publication for reference purposes, after changes have been made.

BY ORDER OF THE DIRECTOR



GARY C. TUCKER  
Colonel, USA  
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- b. DoD 5200.1-R, Information Security Program Regulation, June 1986
- c. ADMP 1025.2, Document Security
- d. DoDI 5120.16, Department of Defense Incentive Awards Program: Policies and Standards, 15 July, 1974
- e. Personal Property Consignment Instruction Guide, Worldwide, 1 June, 1985
- f. DoD 4000.25-6-M, DoD Activity Address Directory, January 1992
- g. DoD 4000.25-8-M, Military Assistance Program Address Directory System, August 1990
- h. DoD 4500.34-R, Personal Property Traffic Management Regulation, **October 1991**
- i. DoDD 4500.9, Transportation and Traffic Management, **26 January, 1989**
- j. AR 55-355/NAVSUPINST 4600.70/AFR 75-2/MCO P4600.14B/DLAR 4500.3, Defense Traffic Management Regulation, 31 July, 1986
- k. National Motor Freight Classification No. 100-K
- l. Uniform Freight Classification No. 6000-C
- m. Title 49, Code of Federal Regulations, Transportation
- n. MIL-STD-129M, Military Standard Marking for Shipment and Storage, 1 June, 1988
- o. AFR 71-4/TM 38-250/NAVSUP PUB 505/MCO P4030.19E/DLAM 4145.3, Preparing Hazardous Materials for Military Air Shipments, 15 January, 1988
- p. MSC Container Agreement and Rate Guide, 1 October, 1986
- q. AR 55-38/NAVSUPINST 4610.33/AFR 75-18/MCO P4610.19/DLAR 4500.15, Reporting of Transportation Discrepancies in Shipments (**RCS: MTMC-54**), **31 August, 1992**



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- r. DLAR 4140.55/AR 735-11-2/SECNAVINST 4355.18/AFR 400-54, Reporting of Item and Packaging Discrepancies, 6 December, 1991
- s. MTMC Pamphlet 55-13, DoD Container Delivery System, November 1983
- t. MIL-STD-212D, Preparation of Household Goods and Unaccompanied Baggage for Shipment, Storage, and Intra city and Intra area Movements, 3 November, 1980
- u. Code of Federal Regulations, Title 41, Public Contracts and Property Management
- v. DoD 5030.49-R, Customs Inspection, May 1977
- w. Federal Property Management Regulation 101-41
- x. DoD 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives, **September 1992**
- y. ***Canada-United States Integrated Lines of Communication Agreement (CANUS-ILOC) Joint Logistics Plan***

## CHAPTER 1

### INTRODUCTION TO THE MILITARY STANDARD TRANSPORTATION AND MOVEMENT PROCEDURES (MILSTAMP)

#### VOLUME I

#### SECTION A GENERAL

1. **Authority.** Department of Defense Directive 4140.1, subject: ***Materiel Management Policy, 4 January 1993*** (reference a), prescribes publication and use of this regulation.

2. **Purpose.** This regulation provides DoD policy for the transportation and movement of materiel. MILSTAMP prescribes standard data elements, codes, formats, documents, forms, rules, methods, and procedures required by DoD Components and other U.S. Government Agencies/civil authorities, ***and users of the Canada-United States Integrated Lines of Communication (CANUS-ILOC)*** in the transportation and movement of materiel to, within, and beyond the ***Defense Transportation System (DTS)***.

#### 3. **Scope and Applicability**

a. This regulation applies to the Army, Navy, Air Force, Marine Corps, DLA, Coast Guard, GSA, ***TCCs***, and other activities/Agencies using the DTS.

b. MILSTAMP applies to all shipments entering the DTS. Some portions of MILSTAMP such as the codes and data elements it contains and intransit data reporting are also used for non-DTS shipments.

c. Requests for deviations or exceptions to this regulation must be processed through the DoD MILSTAMP System Administrator for approval or waiver.

d. ***All material transported during activation or exercise of the CANUS-ILOC will be documented in accordance with MILSTAMP as prescribed in reference y.***

4. **Exclusions.** There are no exclusions from MILSTAMP data/documentation requirements for shipments entering the DTS. Some shipments which might logically fit the description of movement in the DTS are instead

covered by Service or Agency regulations. Those DTS like shipments not covered by MILSTAMP are:

- a. Coal and petroleum products shipped in bulk.
- b. Special Assignment Airlift Missions (SAAM).
- c. Marine Corps tactical unit movements by exclusive-use surface transportation under special arrangements between the WCA, the MSC, and the Marine Corps.
- d. Annual resupply projects not entering the DTS.

## **5. Policy**

a. MILSTAMP policy is designed to facilitate the exchange of logistics data between Services and Agencies. Deviations or exemptions will not be approved unless the user establishes that MILSTAMP does not provide workable methods or procedures. MILSTAMP accommodates technological improvements; however, prior to tests of innovative procedures within selected segments of the DTS, the MILSTAMP Administration Office and all Agencies concerned will be advised. MILSTAMP users involved in the development of advanced logistics systems will establish liaison with the DoD MILSTAMP System Administrator. In addition, Service and Agency mobility plans will recognize MILSTAMP documentation requirements.

b. Maximum use is made of ADPE, DSN, and the DDN to speed the exchange of MILSTAMP data. Services, Agencies, and theater commands establish COMRIs for clearance authorities, terminals, and related activities requiring MILSTAMP data. Telecommunication precedences for transmitting MILSTAMP data are determined from the MILSTAMP Telecommunications Guide in figure 1-A-1.

c. MILSTAMP documents are not classified unless the sponsoring Service assigns a security classification in accordance with DoD 5200.1-R (reference b); GSA will use ADMP 1025.2, (reference c). When so classified, the integrity of the classification is protected within the DTS. Classified cargo will be protected in accordance with procedures prescribed by references b, c, and other applicable regulations. When considering major modifications to existing or development of new transportation data/documentation and related information systems, it must be recognized that the movement of personnel and materiel is the prime consideration and necessary data transmittal should not be an impediment to that effort. For the near term, any effort to provide transportation data/documentation and related information systems with

classification protection must be limited to minor modifications and altered procedures that remain within and can be accommodated by existing transportation systems. For the longer term, Service unique and DoD transportation systems undergoing development or enhancement must recognize the importance of security implications.

# MILSTAMP Telecommunications Guide

Document Identifier	Name	AUTODIN content indicator code (Note 1)	TP	Telecommunications precedence for normal operations <sup>1</sup>	Telecommunications precedence during minimize
T_(0-9)	TCMD from shipper to the clearance authority	KAZ (surface) KBZ (air)	1-3	O	O
T_(A-I)	Air manifest	KBZ	1-3	P	P
T_(J-R)	Ocean manifest	KAZ	1-3	P	P
----	Cargo traffic message	----	----	P	P
TK_	Intran-sit data	KCZ	1-3	R	Mail
----	CORM	----	----	R	Mail
TM_	Tracer actions	KAZ (surface) KBZ (air)	3 1-2	R P	R P

Note 1. Prefix with the one position AUTODIN activity indicator for telecommunications.

Figure 1-A-1

<sup>1</sup> Telecommunications precedence: O = Immediate, within 1 hour; P = Priority, within 4 hours; R = Routine, within 8 hours; and Mail = Regular mail service.

**SECTION B. ADMINISTRATION**

**1. MILSTAMP Maintenance Responsibilities**

a. The DoD MILSTAMP System Administrator administers MILSTAMP in accordance with the policy guidance of the **ADUSD, TP**. The DoD MILSTAMP System Administrator:

(1) Performs analysis and design functions in coordination with the Services/Agencies.

(2) Recommends system improvements and additional policies as required.

(3) Ensures telecommunications involvement during planning.

(4) Resolves issues concerning procedural matters within 90 days after receipt of all comments from DoD Components. When the issues involve a policy or resource determination, the DoD MILSTAMP System Administrator refers them to **ADUSD, TP** for decision. The referral includes the comments and position of the DoD Components along with recommendations of the System Administrator.

(5) Develops, publishes, and maintains this regulation in a current status. This includes responsibility to:

(a) Evaluate and coordinate change proposals with the Services/Agencies and furnish a copy of all change proposals to the **ADUSD, TP**.

(b) Disseminate to Services/Agencies and the **ADUSD, TP** a quarterly status review of all change proposals which have not yet been approved for publication.

(c) Assure compatibility of MILSTAMP procedures with those of the other DLSS and related DoD logistics task groups, prior to final coordination with the Services/Agencies.

(d) Report to the **ADUSD, TP** the findings and recommendations of evaluations and staff assistance visits along with comments of the effected DoD Components.

(6) Reviews and coordinates with Services/Agencies all requests for system deviations and exemptions and makes recommendations

to the **ADUSD, TP** based on analysis of the justification submitted by the requester.

(7) Establishes and chairs a MILSTAMP Focal Point committee of Service/Agency representatives. This committee participates in the development, implementation, and maintenance of the system. The DoD MILSTAMP System Administrator convenes focal point committee meetings at least quarterly and issues minutes of these meetings. Meeting schedules and agenda items are announced 30 days in advance, when possible. The minutes of these meetings fully document the proceedings and a copy is provided to each Service/Agency by the chairman.

**b. Heads of participating Services/Agencies will:**

(1) Designate an office of primary responsibility for MILSTAMP to serve as the system focal point and identify by name to the DoD MILSTAMP System Administrator a primary and alternate focal point representative for the MILSTAMP Focal Point committee. The focal point responsibilities are detailed in paragraph B.1.c.(2).

(2) Provide representation to joint system design and development efforts and onsite evaluations of MILSTAMP.

(3) Assure that all operating activities under their jurisdiction comply with this regulation.

(4) Report to the DoD MILSTAMP System Administrator, through their focal point, those problems, violations, and deviations which arise during system operations.

(5) Develop and maintain TACs in accordance with DoD 4500.32-R, volume II; monitor TAC application by shippers to ensure compliance, and resolve questionable, erroneous, or missing TAC applications within 5 working days of notification by the **TCC** that a TAC is questionable, erroneous, or missing. Resolution of TAC errors is applicable to CONUS outbound shipments only.

**c. MILSTAMP Focal Points:**

(1) The following offices have been designated as focal points for MILSTAMP:

DoD MILSTAMP System  
Administrator

Director  
Defense Logistics Management  
Standards Office  
ATTN: DLMSO  
6301 Little River Turnpike,  
Suite 210  
Alexandria, VA 22312-3508

Army

Commander  
U.S. Army Materiel Command  
ATTN: AMCLG-MT  
5001 Eisenhower Avenue  
Alexandria, VA 22333-0001

Navy

Commander  
Naval Supply Systems Command  
ATTN: SUP 44A3  
Washington, DC 20376-5000

Air Force

Commander  
Air Force Materiel Command  
HQS AFMC/LGTT  
Wright Patterson AFB, OH  
45433-5001

Marine Corps

Commandant  
U.S. Marine Corps  
ATTN: LFT-1  
Washington, DC 20380-0001

Coast Guard

Commandant  
U.S. Coast Guard Headquarters  
2100 Second Street, SW  
ATTN: G-ELM-2  
Washington, DC 20593-0001

Air Mobility Command

Commander  
Air Mobility Command  
ATTN: XONC  
Scott AFB, IL 62225-5001



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Military Sealift Command

Commander  
Military Sealift Command  
ATTN: N83  
Department of the Navy  
Washington, DC 20390-5320

Military Traffic Management  
Command

Commander  
Military Traffic Management  
Command  
ATTN: **MTIT-MD**  
Falls Church, VA 22041-5050

General Services  
Administration

General Services Administration  
Office of Federal Supply and  
Services  
ATTN: FSD  
Washington, DC 20406

Defense Logistics Agency

Director  
Defense Logistics Agency  
ATTN: **MDT**  
Cameron Station  
Alexandria, VA 22304-6100

United States Transportation  
Command

Director,  
U.S. Transportation Command  
ATTN: TCJ3/4-LPI  
Scott AFB, IL 62225-7001

**(2) The Services'/Agencies' focal points:**

**(a)** Serve on the focal point committee. Provide the DoD Component or participating organization position and have the authority to make decisions regarding procedures for implementing approved DoD policy.

**(b)** Assure continuous liaison with the DoD MILSTAMP System Administrator and other Services/Agencies.

**(c)** Evaluate all suggested system changes and system-related beneficial suggestions originating in that Service/Agency. When the suggestion is worthy of adoption, the focal point submits it as a change proposal to the DoD MILSTAMP System Administrator as outlined in paragraph B.2.a. The originating Service/Agency focal point, in accordance with DoDI 5120.16 (reference d), determines awards for those

suggestions which are coordinated as proposed system changes. Suggested changes received directly by the DoD MILSTAMP System Administrator are forwarded to the appropriate focal point for review and evaluation.

(d) Submit recommended change proposals to the DoD MILSTAMP System Administrator in the format prescribed in paragraph B 2.a.

(e) Develop and submit to the DoD MILSTAMP System Administrator a single, coordinated position on all proposed changes within the specified time (normally 60 days).

## 2. Administering Changes to the System

a. MILSTAMP Focal Points will submit to the DoD MILSTAMP System Administrator recommended change proposals providing minimum information prescribed by DoD **Directive** 4140.1 (reference a). Proposed changes will contain:

(1) A description of the concept being proposed and reasons for the proposal.

(2) Known interface and impact requirements identifying changes for coordination with other DLSS or non-DLSS logistics systems.

(3) A statement identifying known advantages and disadvantages of the proposed revision.

(4) Proposed wording required for the MILSTAMP regulation.

b. The DoD MILSTAMP Administrator:

(1) Staffs proposed changes.

(a) All proposed changes are evaluated by the Administrator prior to staffing with the Services/Agencies. The evaluation of a proposed change includes, but is not limited to, the necessity, accuracy, validity, and urgency of the change. Benefits may be monetary savings and/or improved mission performance. Proposals which do not demonstrate significant inter-Service/Agency benefit are returned to the originating Service/Agency. Proposals which do demonstrate significant benefits are formalized and forwarded to **ADUSD, TP** the participating Services/Agencies, and the DoD System Administrators of other DoD systems impacted by the

proposed change. When applicable, the proposed change includes the information provided in paragraph B.2.a.

(b) PMCLs are consecutively numbered and normally request the Services/Agencies to provide a response within 60 days. The DoD MILSTAMP System Administrator must be notified prior to the due date if it cannot be met. The notification must justify the late response. Responses will indicate the implementation leadtime as requested in the PMCL.

(2) Receives and evaluates Service/Agency responses as outlined in paragraph B.1.a.

(3) Establishes and disseminates implementation dates. Following resolution of the Service/Agency comments as outlined in chapter 1, paragraph B.1.a.(3), the DoD MILSTAMP System Administrator prepares and distributes to the Service/Agency MILSTAMP Focal Points an approved letter indicating the implementation date. An interim change message is provided to implement changes of operational necessity.

**c. The ADUSD, TP:**

(1) Resolves issues concerning resources, policy, and requests for deviation or exemption from MILSTAMP which are submitted by the DoD MILSTAMP System Administrator.

(2) Directs changes when necessary to implement DoD policy and directs the implementation of urgent changes on a priority basis.

(3) Resolves with Service/Agency Heads matters escalated by the DoD MILSTAMP System Administrator.

**3. Publication of the Regulation**

a. The regulation consists of two volumes and a unit move appendix.

(1) Volume I contains the published DoD doctrine and establishes responsibilities, instructions, and procedures essential for exchanging transportation data/documentation on shipments moving by the DTS.

(2) Volume II contains instructions and procedures for determining and applying the TAC of the sponsoring Service or Agency.

b. The basic publication consists of chapters, sections, paragraphs, figures, and appendices.

(1) Chapters, Sections, Paragraphs, and Figures:

(a) Each chapter is divided into sections, paragraphs, and subparagraphs. The numbering system identifies the appropriate section followed by the applicable paragraph number in the chapter. Subparagraphs are identified by lower case alphabets followed by numerics and alphabets in parentheses and then underlined numerics and alphabets.

(b) Pages and figures are numbered in a separate series for each section within each chapter and are numbered in sequence with Arabic numerals beginning with 1. Each page or figure number is preceded by the number of the chapter and letter of the section, e.g., chapter 2, section A, page 2 is numbered 2-A-2. Chapter 2, section B, figure 6 is numbered 2-B-6. Each figure follows the text of each chapter; e.g., figure 2-B-1 follows the text of chapter 2, section B; figure 3-C-1 follows the text of chapter 3, section C, etc.

(2) Appendices:

(a) Each appendix is divided into paragraphs and subparagraphs. The numbering system identifies the appropriate paragraph number in the appendix. Subparagraphs are identified by lower case alphabets followed by numerics and alphabets in parentheses and then underlined numerics and alphabets.

(b) Pages and figures are numbered in a separate series for each appendix. They are numbered in sequence with Arabic numerals beginning with 1. Each page or figure number is preceded by the letter of the appendix, e.g., the second page (or figure) of appendix C is numbered C-2.

c. Publication of Changes:

(1) AMCL and interim changes (IC) are published by the DoD MILSTAMP System Administrator as required. AMCLs are numbered consecutively as AMCL 1, 2, 3, etc. ICs indicate the formal change in which it will be published and are numbered consecutively. For example, ICs for formal change 1 are numbered 1-1, 1-2, 1-3, etc. All ICs remain in effect until incorporated into formal changes to the regulation. ICs are normally distributed by the DoD MILSTAMP System Administrator via AIG 4563 messages to Service/Agency focal points. Each Service/Agency is

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responsible for worldwide distribution of the changes by appropriate means within its own organization.

(2) Formal changes are published twice a year with dates of 1 February and 1 August and incorporate those AMCLs/ICs with implementation dates prior to the 1 February/1 August publication date. They are numbered consecutively and issued as full page insertions to this regulation. These changes indicate the change number on each page. If the changes alter the normal page number sequence, an explanation is included in the formal change cover letter. Changes are indicated by bold italic type.

d. Supplementation. This regulation will not be supplemented by Services/Agencies.

**SECTION C. IMPLEMENTATION**

**1. Major Implementing Elements.** Several functional elements have specifically defined roles in the implementation of the various MILSTAMP requirements and procedures. These elements are separated by areas of primary interest.

**2. Transportation Operating Agencies**

**a. The MTMC:**

(1) Provides CONUS traffic management service to Services and Agencies.

(2) Operates and manages common-user military water terminals in CONUS and at selected overseas locations.

(3) Receives, processes, and forwards cargo transiting terminals it operates or manages.

(4) Establishes OCCAs in CONUS and overseas to provide surface export cargo traffic management (WCA), ocean carrier selection, and cargo booking; develops instructions for their operation based on data input requirements and output products prescribed in this regulation; and designates OCCAs in appendix J.

(5) Provides recooling, remarking, repacking, documentation, and similar services as required for cargo in transit.

(6) Provides to a Service or Agency designated activity required receipt and lift data for shipments moving by water through terminals it operates or manages.

(7) Disseminates information to theater commands regarding SEAVAN tenders for delivery of retrograde cargo to CONUS inland destinations.

(8) Maintains full and complete statistical records concerning surface traffic moving in the sealift system through terminals it operates or manages.

(9) Performs after-the-fact analyses on a continuing basis of the origins, flow patterns, operational procedures, growth trends, etc., for each segment of the international movement of DoD cargo and prepares reports covering these analyses for submission to **ADUSD, TP** at

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least semiannually. Such reports are accompanied by copies of the concurrences or comments of the Services and Agencies.

(10) Provides Services and Agencies with reports of late or missing and inaccurate TCMDs.

(11) Advises overseas commands, WCAs, OCCAs, and sponsoring Services of anticipated workload surges resulting from political decisions, natural disasters, strikes, local or national regulatory action, or other actions which may affect normal traffic flow.

(12) In addition to the aforementioned responsibilities, MTMC is responsible to **DLMSO** in performing the following:

(a) In coordination with the DoD MILSTAMP System Administrator, be responsible for conducting periodic evaluations to determine system effectiveness and for conducting annual staff assistance visits of selected system segments, in order to determine compliance with prescribed MILSTAMP system requirements; also furnish clarification and uniform interpretation of the requirements of the system. Members of the MILSTAMP focal point committee should be requested to participate in visitations for activities under their Services' cognizance.

(b) Report to **DLMSO** the findings and recommendations of evaluations and staff assistance visitations, along with the comments of the DoD Components concerned.

(c) Review and evaluate curricula of DoD schools which offer courses related to the assigned systems and make recommendations to **DLMSO** for improvement.

(d) Assist in solving problems, violations, and deviations which arise during system operations and report these to the DoD MILSTAMP System Administrator. Unresolved problems and/or continued violations will be referred by **DLMSO** to **ADUSD, TP** for resolution and/or corrective action.

(e) Maintain close liaison with the carrier industry to promote compatibility with commercial documentation systems.

(f) Assist in the joint development of automated systems with surface commercial carriers.

(g) Explore and make recommendations concerning improved communications channels.

(h) Continue efforts to simplify unit move procedures.

(i) Provide representation on designated task groups supporting DLSS.

(j) Serve as the DoD MILSTAMP System Administrator's key point of contact for MILSTAMP surface transportation systems development and design.

b. The MSC:

(1) Provides worldwide ocean transportation for Services and Agencies, as required.

(2) Processes ocean carrier claims.

(3) Maintains statistical records concerning cargo moved through the common-user sealift system.

(4) Provides statistical data and/or summarized management reports on export and import cargo, as requested.

(5) Coordinates with OCCAs regarding available MSC controlled ship capability to meet sealift requirements.

c. The AMC:

(1) Provides airlift support for Services and Agencies, as required.

(2) Operates or arranges for operation of aerial ports and air terminals serving AMC channels flown by scheduled AMC aircraft.

(3) Receives, processes, and forwards air cargo entered into the airlift system.

(4) Assures cargo received for airlift has been cleared by the ACA, and refers uncleared shipments to the appropriate ACA.

(5) Provides reopering, remarking, repacking, and similar services as required for cargo in transit.

(6) Provides receipt and lift data on inbound and outbound cargo to the Services and Agencies, as required, within 4 hours of receipt or lift.



(7) Provides ACAs current capability information and timely reports covering aerial port tonnage onhand.

(8) Responds to sponsoring Service requests for special handling, tracing, diverting, or expediting movement of specific shipments.

(9) Maintains full and complete statistical records concerning air traffic moved through the airlift system.

(10) Provides statistical data and/or summarized management reports on export and import cargo as requested by MTMC, sponsoring services, OJCS, or OSD.

(11) Provides Services and Agencies with reports of late or missing TCMDs.

(12) Advises MTMC, ACAs, and the overseas routing authorities of anticipated workload surges resulting from political decisions, natural disasters, strikes, local national regulatory action, or other actions which may affect normal traffic flow.

(13) Evaluates carrier performance.

3. CONUS Airlift Manager. The NAVSUPSYSCOM:

- a. Establishes and operates the ACA functions for the QUICKTRANS system.
- b. Designates COMRI to identify QUICKTRANS ACA.
- c. Maintains the QUICKTRANS ACA portion of the Directory of Clearance Authorities (appendix J).
- d. Develops QUICKTRANS ACA operating instructions.

4. Sponsoring Services. The sponsoring services which authorize payment for the movement of material in the DTS will:

- a. Designate ACAs and provide the DoD MILSTAMP System Administrator complete identification and location data for inclusion in MILSTAMP.
- b. Establish COMRIs to specifically identify the airlift clearance activity.

c. Establish air eligibility criteria.

d. Provide consignment instructions, when required.

e. Develop operating instructions based on the data input requirements and output products prescribed by this regulation.

f. Advise MTMC, AMC, MSC, and the overseas commands of anticipated workload surges which may result from political decisions, natural disasters, strikes, local or national regulatory actions, or other actions which may affect normal traffic flow.

g. Advise shipping activities of the deferred air freight (TP-4) program, cargoes selected for this service, and circumstances in which it may be used.

h. Designate an ILCO in appendix K with whom clearance authorities may coordinate on movements of FMS material in the DTS.

5. Theater Commanders. Within their respective theaters, commanders will:

a. Provide for airlift service, land transportation, and port operations both organically and commercially.

b. Establish clearance authorities for those terminals under their cognizance in coordination with the sponsoring Services and provide the DoD MILSTAMP System Administrator complete identification data for inclusion in MILSTAMP.

c. Develop instructions for theater clearance authority operation based on data input requirements and output products prescribed in this regulation.

d. Coordinate with MTMC for applicable operations.

e. Provide guidance on use of TP-4 service based on coordination with AMC and sponsoring Services.

f. Develop and maintain an SEAVAN monitoring system to provide management visibility of container movements from discharge to receipt and unstuffing by receiving activities and release of containers to carriers.

**g.** Advise MTMC and sponsoring services of anticipated workload surges resulting from political decisions, natural disasters, strikes, local or national regulatory actions, or other actions which may affect normal traffic flow.

**6. Joint Chiefs of Staff.** Determines priorities and allocations of lift when shipping requirements exceed lift capability. The DoD MILSTAMP System Administrator provides technical assistance to the Joint Transportation Board during national emergencies and contingencies.

**7. Users of the Canada-United States Integrated Lines of Communication (CANUS-ILOC).** The agreement of 8 Jun 79, the General Technical Agreement of 21 Apr 80, and various specific technical arrangements produced thereafter, are implemented through the Canada-United States Integrated Lines of Communication Joint Logistics Plan (reference y).

SECTION D. USE OF THE REGULATION

1. The chapters of this regulation are organized in the order normally occurring when a shipment is processed through the DTS; i.e., shipper, transshipper (including CCP, POE, POD, and breakbulk point) and receiver. While some shipments require different or more detailed data than others, the basic processing steps are similar. Definitions, acronyms, codes, and certain subject areas, such as those that apply to more than one segment of the DTS, are contained in the appendices. When applicable, the reference to the appropriate appendix is shown.

2. The steps necessary to process a shipment are listed at the beginning of each applicable chapter (chapters 2 - 4) under the heading, "**The Shipper's** Steps in Making a MILSTAMP Shipment."

## CHAPTER 2

### SHIPPER REQUIREMENTS AND PROCEDURES

#### SECTION A. GENERAL

##### 1. Introduction

a. The shipper is the key to successful transportation documentation in the DTS. Documents prepared and decisions made by the shipper influence a shipment throughout its movement. The cost of the movement and its proper funding are also directly dependent on the shipper correctly preparing MILSTAMP documents.

b. This chapter explains, in the general order of performance, the actual steps the shipper must take to process a shipment. While some shipments require different or more detailed data than others, the basic procedural steps are similar.

2. The Shipper's Steps in Making a MILSTAMP Shipment. The steps that a shipper accomplishes whenever making a MILSTAMP shipment are summarized in the following listing. The list also shows, by paragraph, where in MILSTAMP the procedures are explained in detail.

a. Prior to making a shipment, the shipper plans the movement and determines the information necessary to complete the transportation documents. This information includes:

<u>Shipment Planning Steps</u>	<u>Paragraph</u>	<u>Page</u>
(1) Consignee	B.1.b.(1)	2-B-1
(2) Transportation priority	B.1.b.(2)	2-B-1
(3) Required delivery date	B.1.b.(3)	2-B-5
(4) Project code	B.1.b.(4)	2-B-5
(5) Shipment unit	B.1.b.(5)	2-B-6

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(6) Transportation control number	B.1.b.(6)	2-B-8
(7) Pieces, weight, and cube	B.1.b.(7)	2-B-8
(8) Dimensions	B.1.b.(8)	2-B-9
(9) Mode and method of shipment	B.1.b.(9)	2-B-9
(10) National stock number	B.1.b.(10)	2-B-10
(11) Commodity	B.1.b.(11)	2-B-10
(12) APOE, WPOE including CCP	B.1.b.(12)	2-B-11
(13) APOD, WPOD	B.1.b.(13)	2-B-13
(14) Transportation account code	B.1.b.(14)	2-B-14
(15) Special data by commodity or type of shipment	B.1.b.(15)	2-B-15
(a) Hazardous materials	B.1.b.(15) (a)	2-B-15
(b) Government vehicles, trailers, wheeled guns, or aircraft	B.1.b.(15) (b)	2-B-16
(c) Personal property	B.1.b.(15) (c)	2-B-16
(d) Source loaded SEAVANs/MILVANs	B.1.b.(15) (d)	2-B-17
(e) Arms, Ammunition, Generators, and Vehicles for U.S. forces in Turkey	B.1.b.(15) (e)	2-B-17

**b.** After gathering the information to plan and document a shipment, the shipper:

<u>Procedures</u>	<u>Paragraph</u>	<u>Page</u>
(1) Prepares the TCMD	B.2.	2-B-17
(2) <b>Shipment Clearance</b>	B.3.	2-B-20
(a) General	B.3.a	2-B-20
(b) Surface <b>Clearance</b>	B.3.b	2-B-20

<u>1</u> General	B.3.b.(1)	2-B-20
<u>2</u> Obtain export traffic release	B.3.b.(2)	2-B-21
<u>3</u> Submit advance TCMD	B.3.b.(3)	2-B-21
(c) Air <b>Clearance</b>	B.3.c	2-B-22
(d) Clearance authorities procedures	B.3.d.	2-B-23
<u>1</u> General	B.3.d.(1)	2-B-23
<u>2</u> <b>Water Clearance Authority (WCA)</b>	B.3.d.(2)	2-B-24
<u>3</u> <b>Air Clearance Authority (ACA)</b>	B.3.d.(3)	2-B-28
(3) Holds, diverts, and traces shipments	B.3.e.	2-B-29
(4) Prepares additional <b>shipper</b> documentation	B.4.	2-B-31
(a) Military Shipment Label (DD Form 1387)	B.4.b.	2-B-32
(b) Special Handling Data/Certification (DD Form 1387-2)	B.4.c.	2-B-32
(c) Government/commercial bill of lading	B.4.d.	2-B-34
(d) REPSHIP	B.4.e.	2-B-34
(e) Intransit data	B.4.f.	2-B-35
(f) Private Vehicle Shipping Document (DD Form 788)	B.4.g.	2-B-36
(g) Air pallet header	B.4.h.	2-B-36
(5) Makes the shipment	B.5.	2-B-36
(6) Answers transportation discrepancy report (TDR)	B.6.	2-B-36
(7) Maintains files	B.7.	2-B-37

**SECTION B. PROCEDURES**

**1. Planning the Shipment and Determining Transportation Information**

a. The shipper must plan a shipment carefully to ensure effective and economical use of transportation resources. The planning must also result in timely transportation response. The many planning and shipping factors are considered consecutively here, but in the field they may be considered at the same time or in slightly different order. All the factors must be considered even though no further action may be taken by the shipper on a particular factor.

b. The first step in the planning process is to determine as much as possible about the shipment. This information is normally compiled by the shipper on some form of a shipment planning worksheet. There is no standard form for this worksheet, so the shipper may use a form prescribed by the Service/Agency or any other form appropriate for compiling the required data elements.

(1) The consignee is determined, usually from a document such as the DD Form 1348-1A, DD Form 1149, Requisition and Invoice/ Shipping Document, or a contract. Personal property consignees are listed in the PPCIG (reference e). The consignee is identified by the six digit DODAAC as listed in the DoDAAD (reference f) or by the MAPAC as listed in the MAPAD (reference g). The in-the-clear name of the consignee may be used in addition to the required DODAAC/MAPAC. When the consignee does not have an assigned DODAAC, the sponsoring Service code, e.g., F for Air Force followed by five zeros is used. The clear text address must then be entered on the TCMD as trailer data (DI T\_9).

(2) The second element the shipper determines is the TP which establishes the order of handling and the recommended method of material movement. A TP will not be upgraded unless the requiring activity changes the original UMMIPS priority. A complete summary of transportation priorities is found in figure 2-B-1. The details of their application are listed below.

(a) The TP is generally based on the UMMIPS. The UMMIPS priority designators and time standards apply to shipments regardless of direction of movement. These priority designators and time standards, along with their corresponding TPs, are detailed in appendix F23.

(b) The TP for personal property shipments is based on the RDD established in accordance with the sponsoring Service policy.



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1 TP-3 is normally assigned. A higher priority may be designated by the sponsoring Service when operationally or economically beneficial or to avoid hardship to sponsors/dependents.

2 Deferred air freight (TP-4), explained in paragraph B.1.b.(2)(g), may be used in accordance with sponsoring Service guidance.

(c) NAF shipments normally are assigned TP-3 and moved by surface. The sponsoring Service may, however, assign TP-2 and authorize air movement for:

1 Seasonal items delayed by late availability from CONUS vendors.

2 Items which require air shipment for control purposes.

3 Necessary health items in critically low stock.

4 Shipments caused by equipment or facility failures which threaten the operation of NAF activities.

(d) Shipments of GSA managed sealants/adhesives, selected medical items and items with a limited remaining shelf life, when designated by the shipper, are authorized air movement and assigned appropriate urgency verification codes (explained in paragraph B.1.b.(2)(f)1).

(e) Mail shipped in bulk through the DTS is assigned TPs as shown in the right hand column of figure 2-B-1.

(f) The TP may be modified or applied in a nonroutine fashion. These exceptions do not change the normal transportation priorities, but alter the way a shipment is processed. The changes result in use of an urgency verification code, expedited handling, or a procedure identified as Green Sheet.

1 The urgency verification code, as indicated in the second column of figure 2-B-1, is the alphabetic equivalent of the appropriate TP. It is used during the clearance cycle by designated shipping activities or ACAs to indicate that:

a The urgency of a shipment appearing ineligible for air movement has been confirmed with the requisitioning activity

and airlift has been authorized under the provisions of UMMIPS or other authority.

b Airlift has been authorized for low priority shipments due to nonavailability of timely and economical sealift.

c Airlift has been authorized for low priority protected cargo when necessary safeguards cannot be achieved through direct vessel port call sailings.

d The shipment has been designated "economic air eligible" by higher authority and the designation approved by DoD.

e The shipment has been cleared for TP-4 movement.

2 The critical nature of some shipments can be accommodated only by expedited handling.

a A TP-1 shipment with "999" entered in the RDD field overrides all other priorities, projects, and RDDs. The "999" entry is used only for shipments with a TP-1 (UMMIPS priority designator 01-03) and when specifically authorized by a written directive or procedure.

b A TP-1 or TP-2 shipment with "555" entered in the RDD field is processed in order of procedure immediately following NMCS items with the same UMMIPS priority designator. A TP-3 shipment with "555" in the RDD field is processed the same as all other TP-3 shipments. The "555" entry is used to designate shipments requiring expedited and continued processing during mass cancellations resulting from occurrences such as base closure, project termination, ship or unit deactivation, and termination of vessel outfitting or construction.

c A TP-1 or TP-2 shipment with "777" entered in the RDD field requires expedited transportation processing in order of precedence following "999," NMCS, and "555" items with the same UMMIPS priority designator.

3 A procedure whereby specifically identified cargo in the AMC system may gain movement precedence over other priority cargo of the sponsoring Service, including 999 shipments, is called Green Sheet. It is not a priority, but is designed to override priorities and RDD 999 when expedited movement of specific shipments is required in the national interest and is certified an operational necessity by the

sponsoring Service. The use of this procedure must be controlled and monitored to preclude adverse impact on the movement of cargo sponsored by other Services. Green Sheet is not approved if other priorities (including space block) will meet movement requirements. A shipper submits requests for Green Sheet action to the appropriate ACA.

(g) While deferred air freight is called TP-4, it is a type of service and not a true priority. Cargo designated TP-4 is moved by AMC, at surface equivalent rates, in otherwise uncommitted aircraft capacity. This movement may be available anywhere in the AMC system, but is common for inter/intra-theater shipments and shipments to CONUS from overseas. Only shipments which are not normally air eligible may be designated for TP-4 service. The use of TP-4 is strictly controlled by AMC, the ACAs, the air terminal manager, and the shipper.

1 The AMC:

a Sends an "Excess Space Estimate" message in October and April to the sponsoring Services, selected shippers, ACAs, and APOEs. The message, updated as necessary, identifies the projected monthly excess space available on each AMC channel for the subsequent 6-month period.

b Establishes a maximum level of TP-4 cargo which may be onhand at the APOEs. This level may change and, during contingencies or high workload periods, AMC may close the APOEs to TP-4 cargo.

c Moves TP-4 cargo as quickly as space allows and ensures that delivery to the customer does not exceed UMMIPS time standards for TP-3 cargo.

2 The ACAs:

a Receive offerings for TP-4 movement.

b Clear the offerings based on the excess space estimate message, maximum TP-4 level, and coordination with the air terminal manager.

c Enter urgency verification code "M" in the TP column/block (rp 53/block 12) of the ATCMD and, in CONUS, pass approved shipment documents to HQ AMC.

d When located in an overseas theater, pass approved TP-4 documentation directly to the APOE concerned.

e Return documentation to the shipper for shipments which are not approved for TP-4 movement.

3 The air terminal manager coordinates with the ACA and shipper to monitor and control the movement of TP-4 cargo.

4 The shipper:

a Offers potential TP-4 shipments to the ACA in accordance with transmission time standards for air eligible shipments shown in figure 2-B-5.

b Releases TP-4 shipments for movement to the APOE only after receiving clearance from the ACA.

c Submits documents to the OCCA/booking office for shipments not approved for TP-4 movement.

(3) Next to be determined, but not assigned, by the shipper is the RDD. The RDD is a calendar date which specifies when material is required by the requisitioner.

(a) An RDD is assigned by a requisitioner only if the requisition must be satisfied by a justified date earlier or later than the standard delivery date (SDD). The SDD is the sum of the individual UMMIPS time standards, and the requisition date. The shipper obtains the RDD (if any) from the DD Form 1348-1A, other source document, or contract.

(b) An RDD for personal property is assigned by the personal property shipping office in accordance with the PPTMR (reference h) and the needs of the Service member.

(c) Using an RDD of "999" or "555" to identify an expedited handling requirement is explained in paragraph B.1.b.(2)(f)2.

(4) The shipper will determine any applicable project code by examining the source document, usually a DD Form 1348-1A, DD Form 1149, or contract. The project code, assigned by the requisitioner as prescribed in MILSTRIP, identifies requisitions, related documentation, and shipments which require special recognition and handling. It also allows accumulation of performance and cost data. The project code will

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be perpetuated on all applicable transportation documents. While not directly related to the TP, the project code may be used by the sponsoring Service to identify shipments which are exempt from air challenge, etc.

(5) The shipment unit is the basic shipping entity for marking, documenting, clearing, and controlling a shipment. It is a key element on which later transportation decisions are made.

(a) By definition, a shipment unit is:

1 A single line item of supply (one material release order (MRO) or DD Form 1348-1A) destined to one consignee, or;

2 Two or more compatible line items (with certain specific exceptions listed in paragraph B.1.b.(5)(b) having the same consignee/destination, MILSTAMP commodity category, and (within sponsoring Service guidelines) TAC, and which are shipped together either:

a In the same container (package/CONEX), or;

b In the same conveyance (railcar or truck-load), or;

c In the same SEAVAN/MILVAN (without regard to MILSTAMP commodity category), or;

d Fastened together into a single piece, or;

e As a set or assembly, or;

f On a DD Form 1299, Application for Shipment and/or Storage of Personal Property, or DD Form 788, Private Vehicle Shipping Document for Automobile.

(b) Certain line items and commodities will not be consolidated with other line items or commodities into a shipment unit. This provision does not preclude aggregation/consolidation of shipment units in accordance with paragraph B.1.b(5)(c) whenever possible to minimize transportation cost. Aggregation of shipment units on the same GBL or manifest for delivery to the same ultimate destination within established UMMIPS time standards is required by shippers. The following items and commodities will be documented and controlled as separate shipment units:

1 Line items subject to domestic commercial movement at significantly differing freight rates unless consolidation would result in lower overall costs to the destination.

2 Line items of hazardous material/dangerous articles. Except for line items of ammunition, explosives, and radioactive or magnetic material, consolidation is permitted if not precluded by the publications listed in front of this regulation under references.

3 Line items with different project codes. Project coded material will not be consolidated with nonproject coded material.<sup>1</sup>

4 Line items with "999" in the RDD field unless they are dropped in the same supply-MRO cycle, consigned to the same ultimate consignee (customer). Intransit visibility must be maintained over each line item.

5 Items of supply with different priorities unless permitted by Service/Agency policy and consistent with sound traffic management. Such permitted consolidations are handled according to the highest priority in the consolidation; e.g., consolidations of TP-1 and TP-2 are handled as TP-1. Items with TP-3 are not normally consolidated with items that move by air.

6 Line items filling NMCS requisitions unless they are dropped in the same supply-MRO cycle, consigned to the same ultimate consignee (customer). Intransit visibility must be maintained over each line item.

7 FMS items except those with the same requisitioner address and FMS case number.

8 Items or commodities which are not compatible with other items. Such incompatibility may be due to:

a Excess size or dimensions which require special handling.

b Uneconomical consolidation costs for packing, repacking, handling, loading, etc.

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<sup>1</sup> Line items for Navy consignees (other than Navy International Logistics Program consignees) and with project codes beginning with other than D or Z may be consolidated.

c Different perishable commodities (i.e., potatoes and onions) or dissimilar keeping qualities (i.e., bananas and eggs).

d Possible contamination of subsistence items if consolidated with general cargo.

(c) Shipment units are aggregated for unitized (pallet, CONEX, SEAVAN, etc.) handling and movement whenever possible. MILSTAMP documentation for the shipment units in the aggregation is maintained. Such aggregations will conform with the rules of line item and commodity aggregations listed in paragraph B.1.b.(5) (b), except that:

1 Shipment units destined to the same intermediate breakbulk point need not be destined to the same consignee to be aggregated.

2 SEAVANs may be stuffed for more than one consignee when stopoff services are used.

3 Shipment units of ammunition, explosives, and other hazardous materials may be loaded into one conveyance if the provisions of the applicable publications listed in the front of this regulation are met.<sup>2</sup>

(6) The TCN is assigned, usually by the shipper, to each shipment unit for control from origin to ultimate consignee. The SEAVAN TCN is assigned by the WCA/OCCA at the time of clearance. Because it is a control used throughout the transportation system, the assigned TCN will not be changed except as authorized for partial or split shipments. Detailed instruction for constructing all types of TCNs is contained in appendix C.

(7) The pieces, weight, and cube for each shipment unit must be determined. In all cases, they are expressed as whole numbers. Fractions or decimals are rounded to the next higher whole number. Numbers less than one are rounded to one.

(a) The pieces in a shipment unit are those separate segments which have not been unitized. For example, a shipment unit may have 10 separate items which will be counted as 10 pieces. However, if

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<sup>2</sup> See footnote 1 on page 2-B-7.

those 10 items are unitized, e.g., banded together on a pallet, they will be counted as one piece.

(b) The weight of a shipment unit is expressed in whole pounds. It is the total for all the pieces in the shipment unit. Certain specific variations are detailed in the applicable instructions for TCMD preparation. Any individual piece or unitized piece (other than an SEAVAN/MILVAN) that weighs 10,000 pounds or more is identified as a heavy lift.

(c) The cube of a shipment unit is expressed in whole cubic feet. It is the total for all the pieces in the shipment unit. Certain specific variations are detailed in the applicable instructions for TCMD preparation in appendix D.

(d) In MILSTAMP data formats, the space allotted for the entry of pieces, weight, and cube is limited to four, five, and four characters respectively. If any entry exceeds the capacity of the field (i.e., more than 9,999 pieces, 99,999 pounds, or 9,999 cubes), the entry will be as follows:

1 10,000 to 19,999 pieces/cubes or 100,000 to 199,999 pounds. Drop the first position "1" and for the second digit substitute a letter/character as follows: 0=&, 1=A, 2=B, 3=C, 4=D, 5=E, 6=F, 7=G, 8=H, 9=I. For example: 13,468 pieces = C468.

2 20,000 to 29,999 pieces/cubes or 200,000 to 299,999 pounds. Drop the first position "2." For the second position digit, substitute a letter/character as follows: 0=-, 1=J, 2=K, 3=L, 4=M, 5=N, 6=O, 7=P, 8=Q, 9=R. For example: 220,015 pounds= K0015.

3 When shipment pieces, weight and cube details exceed the above data limits for the prime TCMD record, a trailer record will be required. The prime TCMD record will indicate a W followed by zeroes in appropriate piece, weight and/or cube field. The T<sub>9</sub> trailer will carry specific shipment unit details.

(8) The dimensions of the individual pieces, or a unitized piece, of a shipment unit are normally a concern only if they are outsize. Whenever a piece (other than a POV, CONEX, or SEAVAN/MILVAN) measures more than 6 feet in any dimension, it is said to have outsize dimensions. The shipper must know the actual dimensions (in inches), weight and cube of any piece with outsize dimensions prior to preparing transportation documents.



(9) Determining the mode and method of shipment is generally the responsibility of the shipper.

(a) Mode refers to the general category of movement, e.g., air or surface, while method refers to the specific means of transportation, e.g., motor, rail, air freight, parcel post, etc. DoD policy for selecting the mode of shipment is contained in DoD Directive 4500.9 (reference i). Basic policies for CONUS movements are published in the DTMR (reference j); overseas, in comparable theater directives. The mode and method of transportation selected will be that which will meet DoD requirements satisfactorily at the lowest overall cost to the Government from origin to the final known destination in CONUS or overseas. When service and cost are equal, the method which uses the least fuel is selected.

(b) The normally recommended modes of shipment based on transportation priority are shown in figure 2-B-1. Additional traffic management factors considered when selecting the mode of shipment include the RDD, nature of the material, weight and cube of the shipment, distance to be shipped, and the costs of the transportation alternatives available between the consignor and consignee. The ability of the shipper, transshipper, and receiver to handle shipments by a particular mode also influences the mode selection. This handling ability is determined by reference to such publications as the Terminal Facilities Guides or by direct contact.

(c) When a shipment unit or consolidation of shipment units is of sufficient volume to effectively utilize an SEAVAN/MILVAN, selection of that method of surface shipment is arranged through coordination between the shipper and the clearance authority as detailed in paragraph B.3.b.(2).

(10) National Stock Number (NSN) data is required for all shipments by the joint deployment community for purposes of apportioning lift, tracking and monitoring cargo during peacetime, contingencies, and mobilizations. NSN data is determined by the shipper from available requisition source data or unit equipment records. When multiple items of supply are consolidated to form a single shipment unit, the NSN will be determined by the predominant weight factor. The format for providing the NSN is in appendix D.

(11) The commodity of each shipment is determined by the shipper and is usually represented on transportation documentation by a code.

(a) Separate MILSTAMP code structures are used for air and water shipments. Both of these code structures identify the commodity, with varying degrees of specificity, as well as providing information about any special handling which may be required. Complete explanation of these codes is detailed in appendix F2 for air shipments and appendix F20 for surface shipments.

(b) In addition to these MILSTAMP commodity codes, shipments between CONUS and Hawaii or Guam are also described on the TCMD using the NMFC (reference k) or the UFC (reference l) commodity descriptions. The shipper includes this clear text description in the miscellaneous information on the TCMD using document identifier T\_9 as indicated in appendix D, figure D-12. The information is detailed for each shipment unit, including those in SEAVANs, but excluding hazardous materials which are already adequately detailed. Shipment units containing multiple commodities are described using the NMFC/UFC (references k and l) description of the highest rated article. An abbreviated description similar to that used in the Freight Classification Guide System discussed in the DTMR (reference j) is acceptable.

(12) The POE, either air or water, is determined by the shipper, often with the assistance of the clearance authority. Selection of the appropriate POE is normally dependent on the transportation channel of the lowest cost service which meets the delivery requirements. Except for shipments by minibridge, the POE is the actual location of loading on the vessel (military or commercial) and not merely a military port responsible for the loading operations.

(a) The APOE is indicated on transportation documents by the applicable air terminal identifier code from appendix F4. The clear text designation may be included on manual documents in addition to the required code. Guidance as to which APOE is to be used for a particular overseas destination may be obtained from the ACA listed in appendix J or from the AMC Sequence Listing for channel traffic. The latter is published by HQ AMC (TRRR) Scott AFB, IL 62225-5001, and updated periodically by message. The appropriate APOE for shipments to mobile units, including Navy fleet vessels, must be obtained from the sponsoring Service ACA.

(b) The WPOE is indicated on transportation documents by the applicable water port identifier code from appendix F21. The clear text designation may be included on manual documents in addition to the required code. Selection of the WPOE is made by the WCA/OCCA for RU shipments and certain LRU shipments (indicated in appendix H). The shipper makes the selection for most LRU shipments. For all shipments

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(RU and LRU) to mobile units, including Navy fleet vessels, the appropriate WPOE is obtained from the sponsoring Service ACA.

1 An RU is a shipment unit of a specific commodity, weight, size, or mode which requires an export release before shipment. For CONUS, RUs are specifically defined in the DTMR (reference j), for overseas, in applicable theater directives. An RU shipment generally includes one or more of the following characteristics:

- a Weighs 10,000 pounds or more,
- b is classified, explosive, poisonous, or requires protective or security measures;
- c occupies or is tendered as a full carload or truckload; or
- d moves to the WPOE by driveway method.

2 An LRU shipment is any shipment unit which is not an RU as described in paragraph B.1.b.(12) (b)1.

a For LRU shipments from CONUS, the shipper selects a WPOE from those listed in appendix H. For LRU shipments from an overseas location, the shipper receives WPOE selection assistance from the local WCA/OCCA. Since time is usually not the critical element for surface movements, the shipper selects the WPOE which is generally cost favorable. A table of CONUS cost favorable LRU ports which incorporates cost to the port, port handling, and ocean transportation charges is located in appendix H. When an RDD is established, in addition to the cost, the WPOE selection considers the total transit time (including travel to the WPOE, port handling, sailing frequency, and sailing time to the WPOD). Appendix H, figure H-2, is designed to aid in selecting a WPOE based on transit time as explained in paragraph 2.c of the appendix.

b The shipper may direct a shipment to a port other than one suggested in appendix H for service or cost reasons. Such nonstandard routing is only made to ports listed in appendix H as capable of handling LRU shipments to the overseas destination. Upon request of a shipper, the WCA/OCCA may authorize other deviations for specific LRU shipments under unusual circumstances. The appropriate WCA/OCCA provides assistance for shipments to destinations not listed in appendix H.

3 Personal property shipments by DPM or Code 5 are assigned WPOEs as listed in appendix H. Primary and alternate WPOEs for POVs are determined from appendix N, of the PPTMR (reference h).

(c) The shipper may determine a shipment should be routed to a CCP instead of directly to a WPOE. The CCPs have been established throughout CONUS by the Military Services and DLA to consolidate cargo for onward movement by SEAVAN.

1 The sponsoring Services/Agencies establish the criteria for selecting shipments routed to inland CCPs instead of directly to a WPOE. These criteria are issued to the applicable shippers and generally exclude arms, ammunition, and explosives; other classified or protected items requiring signature security service; most cargo requiring refrigeration; radioactive material; items that are oversize to a 40 foot SEAVAN; and shipments which fill an SEAVAN (by weight or cube). For shipments not excluded, the shipper determines the applicable CCP in the DoDAAD (reference f). The DODAAC of the CONUS CCP serving an overseas consignee is listed in the DoDAAD entry for that consignee, under the column headed BBP.

2 Instead of the WPOE, the shipper enters the applicable CCP identifier code from appendix F5 on MILSTRIP shipment status documents.

3 The original shipper does not clear a shipment sent through a CCP. The shipper does, however, prepare a TCMD using the format for a DI T\_3 or T\_4 (and necessary DI T\_5 through T\_9 entries) as detailed in appendix D. All applicable record positions (rp) on the TCMD are completed except rp 4-8 (Van Number), rp 21-23 (POE), and rp 63 (Stop-off Indicator).<sup>3</sup>

(13) The shipper determines the POD whether the shipment moves by air or water. The POD for each consignee outside CONUS can usually be found in the DoDAAD (reference f). The code used will indicate the final destination terminal. The DoDAAD (reference f) lists the POD for air shipments under the heading ATI, and the POD for water shipments under the heading PD. If the consignee is served by a CONUS CCP, the DODAAC of the CCP is also shown in the DoDAAD (reference f) and

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<sup>3</sup> The TCMD reflects the DODAAC of the overseas consignee, not the CONUS CCP. The shipper then forwards the TCMD to the CCP as detailed in paragraph B.2.a of this chapter.

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the shipper sends applicable shipments to the CCP as explained in paragraph B.1.b.(12)(c).

(a) The APOD is indicated on transportation documents by the applicable air terminal identifier code from appendix F4. The clear text designation may be included on manual documents in addition to the required code. Additional guidance as to which APOD services a particular destination may also be obtained from the ACA listed in appendix J or from the AMC Sequence Listing for Channel Traffic. The latter is published by HQ AMC (TRRR), Scott AFB, IL 62225-5001 and updated periodically by message. The appropriate APOD for shipments to mobile units, including Navy fleet vessels, must be obtained from the sponsoring Service ACA.

(b) The WPOD is indicated on transportation documents by the applicable water port identifier code from appendix F21. The clear text designation may be included on manual documents in addition to the required code. Additional guidance as to which WPOD serves a particular destination may be obtained from the WCA/OCCA listed in appendix J. The appropriate WPOD for shipments to mobile units, including Navy fleet vessels, must be obtained from the sponsoring Service ACA. The WPOD for POVs is determined from appendix N of the PPTMR (reference h).

1 For shipments to CONUS from outside CONUS, shippers determine the WPOD by referring to appendix I. In that appendix, the appropriate WPODs are listed in order of preference for shipments to the various states. The WPODs listed are used to the extent practicable, but do not supersede existing directives or instructions issued by the Military Services. Separate guidelines are included for shipments of general cargo, personal property (DPM and Code 5), classified cargo, and explosive or other cargo requiring protective security measures.

2 When a shipment of 250 or more measurement tons from outside CONUS to a single inland CONUS destination is planned, the shipper notifies the appropriate CONUS OCCA by electrical means. The shipper includes information on the commodity, ultimate destination, and commodity/item manager so the OCCA may assist in WPOD selection and possibly negotiate favorable onward movement rates.

(14) The TAC must be determined by the shipper for every shipment. Volume II of this regulation provides detailed instructions for developing/determining the proper TAC. Since the TAC represents a funding account, its correct application is essential to valid budgeting and payment of transportation expenses.

(15) In addition to the general information listed in paragraphs B.1.b.(1) through (14) above, the shipper must also determine limited special data for certain specific commodities or types of shipments.

(a) For shipments of hazardous materials **to and from surface and aerial ports**, including ammunition and explosives, the shipper must determine:

1 Whether or not the shipment can be considered Government-owned military hazardous material (including ammunition and explosives) which was originally packaged prior to 1 January 1990 and remains in its original packaging.

a If yes, then a statement attesting to that fact must appear on the shipping documents accompanying the shipment to the POE and also be noted on the ATCMD (T\_9 record) advanced to the MTMC Area Command or terminal. The statement will read: "GOVERNMENT-OWNED GOODS PACKAGED **BEFORE** 1 JANUARY 1990."

b If the material was packaged after 1 January 1990, and/or cannot be considered Government-owned for military use, then compliance with the Performance Oriented Packaging (POP) requirements of the International Maritime Dangerous Goods Code (water mode) and the International Civil Aviation Organization (air mode) **technical instructions** is mandatory. Shippers note - Any and all costs incurred to bring a noncomplying shipment subject to POP standards into compliance will be borne by the shipper.

c If the shipment is hazardous including ammunition or explosives and subject to POP requirements but **a Competent Authority Approval (CAA)** (DOT approval to deviate) **has** been obtained, then the CAA number must be reflected on the shipping documentation accompanying the shipment and on ATCMD data (T\_9 record) advanced to MTMC Area Commands or **ports**.

2 The **Proper Shipping Name (PSN)** including the RQ (if appropriate), hazard classification **including the compatibility group for ammunition and explosives**, and DOT label requirements as prescribed in 49 CFR (reference m). The DoD HMIS may be used to assist in determining the **PSN** and certain additional shipping data.

3 The NEW for Class **1.1, 1.2, 1.3** and **1.4** explosives.

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4 The actual flashpoint for flammable liquids, usually from the container markings prescribed by MIL-STD-129 (reference n).

5 The DoDIC for shipments of ammunition and explosives. This four digit alphanumeric code is assigned to items of supply in FSG 13 (ammunition/explosives) and 14 (guided missiles). Found listed by NSN in such publications as DoD supply catalogs or the FILDR, the DoDIC is often prefixed by the FSC and listed as the DDAC or DoDAC. For example: If the DDAC/DoDAC is 1305A011, the DoDIC is A011.

6 The NSN whenever possible.

7 The round/component count for each unit of issue and, by extension, the total round/component count for the shipment unit.

8 Additional data for radioactive material as required by 49 CFR (reference m).

9 The UN, NA, or **ID** number, class number, and, if applicable, compatibility group code from the IMDGC for water shipments.

10 The load/storage group from AFR 71-4, et al., (reference o).

11 The lot number on all shipments of ammunition.

(b) For shipments of Government vehicles, trailers, wheeled guns, or aircraft, the shipper determines the model, nomenclature, and serial number of the item being shipped. When shipping to Central or South America, the shipper also needs to determine the make and year of the item. All of this information is entered in the trailer data portion of the TCMD.

(c) For shipments of personal property, the shipper determines information peculiar to each shipment. The shipper includes this additional information in the trailer portion of the TCMD.

1 For unaccompanied baggage and household goods, the shipper includes the owner's name and grade on the TCMD. The complete address is included when the shipment is consigned to a civilian location. For DPM shipments to CONUS, the shipper also determines the net weight of the shipment. For shipments of unaccompanied baggage belonging to Air Force personnel (military and civilian) on TDY, the shipper determines, from the DD Form 1610, Request and Authorization for

TDY Travel of DoD Personnel, the travel order number (item 22) and the ADSN/fiscal station number (item 19). Finally, for all TGBL shipments entering the DTS, the shipper determines the origin household goods carrier.

2 For shipments of POVs, the shipper (usually a WPOE) determines the owner's name and grade as well as the POV year, make, color, and license plate number and issuing state.

(d) For shipments loaded into an SEAVAN/MILVAN at origin, the shipper determines a variety of information about the SEAVAN/MILVAN itself. Most of the information is obtained during the booking and container loading (stuffing) process.

1 The shipper identifies the van number, the size (length in feet) of the van used, its inside cubic capacity, and who owns it. In addition, the shipper obtains from the WCA/OCCA the name of the ocean carrier which will actually move the van. Since it may directly affect the charges to the Government, the shipper maintains information on the size of van ordered in addition to that actually used.

2 When shipping in a reefer container, the shipper determines the temperature at which the cargo is to be maintained. The temperature is stated in degrees Fahrenheit as either a specific temperature or temperature range.

3 When shipping an MILVAN equipped with a mechanical bracing system, the shipper determines the number of beam assemblies in the loaded MILVAN.

(e) For shipments of arms, ammunition, generators (60 KW and above), and vehicles consigned to U.S. Forces in Turkey, the shipper obtains Turkish General Staff approval and a TDA number as detailed in appendix D, paragraph 3.c.

2. Preparing the TCMD. After the shipper has determined the many factors affecting a shipment in the DTS, the next step is preparation of the TCMD, i.e., automated record or DD Form 1384, Transportation Control and Movement Document. The TCMD lists all the data about a shipment and is prepared in one of several formats for every shipment except unaccompanied baggage (code J) shipments. For code J shipments, the carriers port agents are responsible for preparing a TCMD for each shipment delivered to the AMC aerial port in accordance with DoD 4500.34-R (reference h). Local carrier port agents are also responsible for all necessary corrective actions.



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a. The TCMD provides the clearance authorities, ports, receivers, and other interested transportation personnel with advance notice of shipments and the information necessary to process the shipments through the DTS. The information on the TCMD is the basis for preparation of air and surface manifests and for compiling logistics management reports. The form itself may be used as a dock receipt, tally sheet, highway waybill, or for other transportation control purposes. A copy of the TCMD is placed in a waterproof envelope on the number one box of shipment units forwarded to a CONUS CCP and on all shipments of personal property (Baggage and Household Goods) entering the DTS.

b. The TCMD has three primary formats - the 80 column computer data record, the electrically transmitted message, and the manual or hard copy form. While all of the formats contain the same basic information about a shipment, the automated record is used whenever both the preparing and receiving activities are able to prepare, transmit, and receive automated records. Activities or segments in the DTS may use (on-line) electronic data transmission facilities provided the data exchanged is based on the same formats, contains the same information, and results in the prescribed output products.

c. The manual format of the TCMD (DD Form 1384) or the DoD single line item release/receipt document (DD Form 1348-1) is used for QUICKTRANS shipments. Appendix D details the additional entries the shipper makes to identify QUICKTRANS transshipment terminals. When a shipment travels by combination of QUICKTRANS and AMC or ocean transportation, the shipper prepares a TCMD or DD Form 1348-1 for the QUICKTRANS portion in addition to the TCMD normally prepared for air or ocean clearance.

d. The information entered on the TCMD is described as either prime or trailer data. Prime data is required for every shipment while trailer data, which is supplementary, is also required for some specific type shipments. Shipments consolidated into an SEAVAN/MILVAN, RORO, CONEX or other consolidation container also require a prime data entry for the consolidation container in addition to the prime and trailer data for each shipment unit.

e. Document Identifier (DI) codes indicate what type data is being detailed and the format in which it is presented. DIs for shipment unit prime data are T\_0, T\_1, T\_2, and T\_3. Prime data entries for shipments consolidated into an SEAVAN, MILVAN, CONEX, 463L pallet, a RORO vehicle/trailer or other consolidation container are identified by DI T\_4. Trailer data entries use DIs, T\_5, T\_6, T\_7, T\_8, and T\_9. Based

on the type of shipment, trailer data entries must be prepared as follows:

	Mandatory Trailer Format
<u>Type Shipment</u>	<u>DI code</u>
Outsized (see paragraph B.1.b.(8))	T_5
Government vehicles including trailers, wheeled guns and aircraft	T_5
Ammunition and explosives	T_6, T_7, T_9
Other hazardous materials	T_6, T_9
Personal property	T_8

f. Detailed instructions for preparing all TCMD formats are contained in appendix D.

g. In addition to other uses of the TCMD, the shipper forwards a copy (listing, interpreted punch cards, ETM), or similar documentation containing TCMD data, for each shipment unit in an SEAVAN. The shipper places the copies in a waterproofed envelope labeled "Load List" and attaches it securely to the inside of the SEAVAN loading door. Both consolidated and partial load lists are made when the SEAVAN is loaded for stopoff deliveries.

h. The shipper prepares a TCMD for SEAVAN shipments moving to a WPOE under terms of the MSC Container Agreement and Rate Guide (reference p). In accordance with Title 49 CFR (reference M) when hazardous and nonhazardous materials are listed on an SEAVAN TCMD, the hazardous material content records, i.e., T\_4 records with hazardous water commodity codes and their accompanying T\_6, T\_7, and T\_9 records must be entered first. Preparation instructions are outlined in appendix D, paragraph 3.b. The shipper, as a minimum, maintains one signed copy to record acceptance by the original inland carrier. In addition, the shipper provides the inland carrier with at least two copies of the TCMD. The inland carrier, in turn, gives one of the copies to the ocean carrier's representative (e.g., gate guard, checker) when delivering the SEAVAN to the carrier's container yard.

### 3. Shipment Clearance

#### a. General

(1) After the TCMD is assembled, the shipper offers for clearance all cargo (including all personal property except unaccompanied baggage (Code J)<sup>4</sup> and POVs) entering the DTS prior to making the shipment. The procedures for shipment clearance serve a common purpose whether the movement is by surface or air. The clearance process aids cargo receiving and the scheduling of watercraft and aircraft, as well as providing the TCMD data for manifest preparation.

(2) As exceptions or additions to the general procedures detailed below, shippers and clearance authorities may develop local agreements to satisfy clearance and documentation requirements. These local agreements are limited to regular cargo movements through normal POE/POD combinations as listed in the agreement, appendix H of this regulation, or the AMC Sequence Listing for Channel Traffic. The local agreements must result in documentation as required by this regulation. The formal agreements must be approved by the Service/Agency headquarters of both the shipper and the clearance authority.

(3) For most shipments, air or water, the clearance process is started when the shipper submits advance TCMD information to the appropriate clearance authority listed in appendix J. An exception to that general rule (for RU and certain LRU shipments) is addressed in paragraph B.3.b.(2). The contract administration office or purchasing office arranges for clearance and appropriate documentation of all vendor shipments in the same manner as a shipper. The responsibilities and general procedures for the ocean and air clearance authorities are detailed in paragraph B.3.d.

#### b. Surface Clearance

(1) There are two procedures for clearing surface (ocean) export cargo, one for RU shipments and one for LRU shipments. Unless specifically excluded, the procedures apply to all shipments in the DTS including personal property other than POVs, vendor originated material, and mail. Additional details for clearance of personal property are contained in DoD 4500.34-R (reference h). The primary difference between the two shipment clearance procedures is the ETR.

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<sup>4</sup> The selection of Code J as a method of movement in itself negates the need for air clearance action. The submission of ATCMDs to the ACA is not required.

(2) Prior to making an RU surface export shipment (as defined above in paragraph B.1.b.(12) (b)1) the shipper must request an ETR from the WCA/OCCA. Certain LRU shipments indicated in appendix H also require an ETR. In all cases, the procedures by which the WCA/OCCA processes the request are outlined in paragraph B.3.d.(2).

(a) The content of the ETR request and the procedures for its submission in CONUS are detailed in the DTMR (reference j). Similar information for use outside CONUS is contained in theater directives.

(b) The shipper receives an ETR from the WCA/OCCA as indicated in figure 2-B-2. The OCCA will furnish an ETR within 48 hours for TP-1 and TP-2 shipments and within 3 working days for TP-3 shipments. If the OCCA must secure a firm booking prior to issuing the ETR, the shipper will be notified (within 48 consecutive hours from receipt of request) of the estimated date for issuance of the ETR.

(c) The content of the ETR, like the ETR request, is outlined in the DTMR (reference j) for CONUS and in theater directives for outside CONUS. For shipments to be loaded in an SEAVAN by the shipper, the ETR includes the carrier. The WPOE and WPOD will be the actual loading and unloading locations and not merely the military port responsible for the origin and destination area.

(d) After receiving the ETR, the shipper makes any necessary additional entries on the TCMD and proceeds according to paragraph 3.b.(3). If the WPOE delivery date established during the clearance procedure cannot be met, the shipper telephones the WCA/OCCA for alternate instructions.

(3) The shipper clears LRU surface shipments, or shipments for which an ETR has been received, by sending advance TCMD data to the WCA/OCCA.

(a) No surface export shipment is made until the shipper submits an advance TCMD according to the timetable shown in figure 2-B-2. When a shipment is routed through a CCP, the CCP acts like a shipper and clears the shipment. The actual originator of the shipment only prepares a TCMD as described in paragraph B.1.b.(12) (c).

(b) Whenever possible, the advance TCMD data for three or more shipment units moving on a single GBL are batched and submitted to the WCA/OCCA under a GBL header card as shown in figure 2-B-4. GBL

header cards are used when they do not delay transmission of the advance TCMD data to the WCA/OCCA.

(c) Complete advance TCMD data for SEAVANs (van and contents) are transmitted by the shipper or CCP to the WCA/OCCA. The date for each SEAVAN is transmitted separately.

(d) LRU shipments, and shipments for which an ETR has been received, are considered cleared if they have not been challenged by the WCA/OCCA prior to 1600 local time on the day before the day shipped entry on the advance TCMD. If the shipment is challenged, the shipper follows the instructions provided by the WCA/OCCA. The shipper will immediately call the WCA/OCCA if unable to comply with the challenge instructions.

(e) If the shipment is delayed at the origin and will not arrive at the WPOE by the ETA shown on the TCMD, the shipper will promptly notify the WCA/OCCA.

c. Air Clearance

(1) The shipper must clear all cargo shipped by Government controlled cargo air systems; i.e., AMC, and QUICKTRANS. The air clearance procedure is essentially the same as for water shipments. In the air systems, however, there is no requirement for an ETR and no differentiation between RUs and LRUs.<sup>5</sup>

(2) The shipper clears an air shipment by sending advance TCMD data to the ACA. The ACAs are designated by the Services and Agencies and listed in appendix J. Prior to making an air shipment, the shipper submits an advance TCMD to the ACA according to the timetable shown in figure 2-B-5.

(3) Except for shipments by TP-4 an air shipment is considered cleared if the ACA has not challenged it by the hour/day entered in the advance TCMD date shipped field. Challenges by the ACA are issued by telephone or message and may be made at any time prior to the estimated hour/day shipped TCMD entry. If the shipment is challenged, the shipper follows the instructions issued by the ACA.

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<sup>5</sup> See footnote 4 on page 2-B-20.

(4) For shipments selected to move by TP-4 service, the shipper will submit the advance TCMD data to the ACA as for any other air shipment. The transportation priority entry will be "4". Unlike other air shipments, the shipper will not release a TP-4 shipment until specifically approved by the ACA. When the ACA rejects a shipment, the shipper submits advance to the WCA/OCCA for surface movement.

(5) Shipping activities will obtain airlift clearance from point of origin to destination for cargo moving from one theater to another when traversing the CONUS. Shipping activities obtain this clearance by providing complete TCMD data to the origin theater ACA.

(6) The PCCs and the ARFCOS provide appropriate TCMD data for shipment clearance according to procedures developed locally with the ACA.

(7) If appropriate, the shipper submits a request for Green Sheet action to the sponsoring Service ACA (see paragraph B.1.b.(2)(f)3).

d. Clearance Authorities

(1) General

(a) Clearance authorities do not actually handle material shipments, but do provide an important documentation link between the shipper, transshipper, and receiver. Appendix J is a complete list of both ocean and air clearance authorities, as well as booking offices for ocean cargo. In general, the clearance authorities:

1 Control the movement of cargo. That control includes furnishing TCMD data to the terminal for each shipment unit, coordinating movements of classified or courier material, and monitoring retrograde cargo from overseas to CONUS, assuring shipment to the ultimate CONUS consignee.

2 Divert cargo as required and in coordination with the sponsoring Services.

3 Trace and expedite cargo.

4 Provide lift and receipt data to the Services/Agencies, including the USTRANSCOM, as required.

5 Correct discrepancies in shipment documentation with the assistance of the sponsoring Services. Documentation correction

includes directing the TCMD Effectiveness Program (as explained in appendix E) for late, missing, or improperly prepared TCMDs.<sup>6</sup>

(b) Using the information on the advance TCMD submitted by the shipper, the clearance authority determines if the shipment is correctly routed. This check verifies such details as the availability of transportation service between the POE and POD indicated as well as the suitability of the mode of transportation, i.e., air versus water. These various traffic management considerations and the authority to apply them are prescribed in individual/joint Service regulations and overseas theater command directives. If the shipment is accepted as routed, the clearance authority normally does not communicate further with the shipper. When additional guidance must be provided to the shipper or if the shipment routing is to be challenged, the clearance authority immediately contacts the shipper. Details of the procedures for challenge or guidance are included in the paragraphs on air and water clearance below.

## **(2) Water Clearance Authority**

(a) The clearance authority for shipments moving by surface (ocean) is the WCA. The WCA works with the OCCA which is responsible for arranging the actual ocean carriage. Appendix J lists all WCAs/OCCAs along with their communications addresses. The WCA/OCCA is designated by the geographic location of the WPOE. In CONUS, the WCAs/OCCAs are the MTMC area commands. In areas outside CONUS, the WCA/OCCA is designated by area and/or sponsoring Service according to theater directives.

(b) After receiving the advance TCMD from the shipper, the WCA/OCCA determines whether cargo will be shipped in containers (SEAVANS, etc.) or by breakbulk. When the nature of the cargo and the ocean service available allows movement by either container or breakbulk service, the WCA/OCCA gives preference to the method which offers the lowest overall cost to the Government and meets sponsoring shipper Service requirements.

(c) Having determined the lowest cost method of ocean transport which meets Service requirements, the booking office contacts the appropriate ocean carrier.

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For shipments from CONUS, HQ AMC provides sponsoring Services with receipt and lift information (within 4 hours) and with reports of late or missing TCMDs.

(d) The information used in the offering/booking process includes the following:

1 For container offerings:

a The cargo category; i.e., general cargo (including mail and mail equipment), POV, wheeled or tracked vehicles (unboxed), or refrigerated cargo (chill or freeze).

b The size of container(s) required stated simply as large (over 32 feet long) or small (32 feet or less in length). If either large or small containers are acceptable, no size is specified. Requests for containers of a specific size (e.g., 20, 27, 35, or 40 feet) are made only when required by characteristics of the cargo or other identifiable reasons. The booking office accepts requirements for a specific length container, but not requirements which name a specific carrier, except when the specified length is rate favorable under the MSC container agreements or when the shipper submits adequate cost data to justify the size indicated.

c The consignee.

d The day the cargo will be available for stuffing.

e The stuffing point location (warehouse, street address, dock number, etc.).

f The cargo priorities including the RDD, SDD, and RAD for MAP cargo. Delivery time from the POD to the ultimate consignee is also considered in obtaining ocean service.

g The loading and discharge ports and, when using MSC through-container rates, the inland origin and destination points.

h For MAP or other air cargo, whether or not discharge costs are the responsibility of the recipient government.

2 For cargo offerings:

a The measurement tons by cargo category; i.e., general cargo, ammunition/hazardous cargo, POV, cargo carrying trailer, aircraft, special (including all other wheeled or tracked vehicles and any commodity weighing more than 10,000 pounds or more than 35 feet in



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any dimension), refrigerated cargo (chill or freeze), and bulk (unpacked commodities).

**b** The loading and discharge ports.

**c** The day the cargo will be available for loading.

**d** The cargo priorities including the RDD, SDD, or RAD. Delivery time from the WPOD to the ultimate consignee is also considered in obtaining ocean service. If there is a shortage of a specific type of space for cargo requiring special handling or stowage, the WCA/OCCA coordinates the cargo's relative priority with the appropriate Service/Agency or theater authority.

**e** For MAP or other air cargo, whether or not discharge costs are the responsibility of the recipient government.

**(e)** In the booking process, when selecting the ocean transportation, the concerns addressed include:

**1** The availability of timely and economical ocean shipping which meets the requirements for delivery of the cargo.

**2** Consolidations of cargo that may be made without adversely affecting timely delivery of the shipment.

**3** Best utilization of MSC controlled vessels, commercial, breakbulk, or RORO vessels.

**4** Compliance with DoD policy prohibiting use of foreign flag shipping when U.S. flag shipping is available and capable of meeting the delivery requirements.

**5** Acceptance, without challenge, of container-required offerings unless such bookings conflict with the prohibition on use of foreign flag vessels.

**6** Equitable distribution of traffic among U.S. flag commercial carriers consistent with delivery requirements and lowest cost.

**7** Movement of protected cargo by the most direct sailings possible with ocean service beginning and ending at the carri-

er's terminal. Containerized cargo is booked using container service code "K."

8 Movement of personal property (code 5) shipments by either container or breakbulk vessel. Those moved by containership are booked for applicable local drayage (container service code "L" or "1"- "9") between the actual WPOD and the military port activity. When the military port activity is not in the local drayage zone of the actual WPOD, the shipments are booked under container service code "M."

(f) Information necessary for ship loading and manifesting is developed during the booking process. The basic booking information includes:

1 The vessel name, type, IRCS or the hull number for towed ocean barges without an IRCS, and for SEAVAN shipments the assigned voyage number.

2 The vessel operator and local agent.

3 The day the vessel is available for loading.

4 The itinerary of the vessel including ETA at the WPOD.

5 The vessel's capability to handle specific cargo requirements, e.g., unusual size or weight.

6 The description and location of allocated stowage space aboard the vessel (provided as soon as possible, but not later than 48 hours before the vessel is available for loading).

7 The terms of carriage, i.e., who is responsible for loading and unloading; see appendix F18.

8 The vessel status, i.e., the type of shipping and payment agreement; see appendix F18.

(g) When cargo is to be transferred from one vessel to another enroute to the final WPOD, the booking office provides the manifesting activity with data to be included in the cargo traffic message and cargo manifest. This transshipping information includes:

1 The M/Ts of cargo (or number of SEAVANs) and commodity(ies) being transshipped.

2 The transshipment port(s).

3 The name of each subsequent vessel (or destination of overland mode, if applicable).

4 The ETA at each transshipment port and manifested WPOD.

5 Whether the carrier or Government is responsible for transshipment costs.

6 The letters "TBN" (to be named) if the subsequent vessels have not been identified.<sup>7</sup>

(h) If the booking proposed by the booking office is not acceptable to the military activity responsible for loading the cargo, the activity coordinates directly with the booking office to resolve the problems. Shipments of classified cargo or small increments of class A or B explosives for which timely and economical ocean delivery cannot be arranged may, with the approval of the sponsoring Service, be diverted to air.

(i) When an acceptable booking has been arranged by the booking office, a cargo clearance order is issued.

(3) The ACA

(a) The clearance authority for shipments moving by AMC, or QUICKTRANS is the ACA. Appendix J lists all ACAs and their communications addresses. Each sponsoring Service has a designated ACA for shipments exported from CONUS by AMC. The Air Force ACA also clears CONUS export shipments sponsored by any shipper other than the Army, Navy, Marine Corps, or Coast Guard. In areas outside CONUS, the ACA is designated by area and/or sponsoring Service.

(b) The ACA for all shipments by QUICKTRANS is NAVMTO.

(c) The ACA issues shipment challenge or consignment (APOE, APOD, and consignee) instructions as necessary. The challenge

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<sup>7</sup> If the TBN entry is used, or the subsequent vessel(s) change(s), or the requirement for transshipment is identified after shipment, the booking office notifies all addresses of the original cargo traffic message.

instructions are issued by telephone or message whenever the ACA determines a shipment should not be shipped as indicated on the advance TCMD. The ACA contacts the sponsoring Service ILCO to obtain confirmation of questionable airlift requirements for SAP shipments. Challenges are issued any time prior to the estimated hour/day of shipment listed on the advance TCMD.

(d) The ACA provides air terminal operators (HQ AMC for CONUS export) with complete TCMD data for shipments accepted into the DTS. The QUICKTRANS ACA also provides the terminals with loading and routing instructions for accepted shipments.

(e) When notified that a shipment weighing more than 500 pounds has been received at an aerial port without advance clearance, the ACA either clears or diverts the shipment within 36 hours. The ACA provides the terminal with a TAC for all shipments authorized air movement. A fund citation and diversion instructions are provided by the ACA for those shipments not cleared. The ACA also obtains surface clearance as required by paragraph B.3.b.

(f) Upon receipt of an advance TCMD for shipment movement by TP-4, the ACA:

1 Clears the shipment based on the excess space estimate message, maximum TP-4 level, and coordination with the air terminal manager.

2 Enters urgency verification code "M" (an 11-zone overpunch) in the TP column (rp 53) of the advance TCMD and passes the approved shipment documents to the APOE (HQ AMC in CONUS).

3 Returns to the shipper documentation for disapproved shipments.

e. Holding, diverting, and tracing are all actions in which a shipper may be involved due to irregular or interrupted movement of cargo in the DTS. In addition to the instructions below, formats for documenting these actions are detailed in appendix M.

(1) The shipper may hold a shipment for a wide variety of reasons including a consolidation delay, a wait for an export traffic release, or an embargo. These and other reasons for a transportation delay are listed in figure 2-B-6. The list also contains the transportation holding delay code which, for MILSTRIP shipments, the shipper enters in 51 of the MILSTRIP shipment status card. By including this holding

code or its explanation on applicable shipment planning records, the shipper is able to research the cause of any shipment delays. Except for transportation delays as mentioned above, the shipper will not hold material requisitioned under MILSTRIP unless directed to do so by the supply source. (For non-MILSTRIP shipments, the shipping activity responsible for moving the material may hold the shipment when necessary.) As an exception to blanket holds placed on shipments during mass cancellation situations, shipments with "555" in the RDD field (rp 62-64, DD Form 1348-1A) are not held, but processed by the shipper in accordance with the applicable transportation priority.

(2) A transportation diversion may be a change of mode (e.g., from air to water), a change of destination, and/or a change of route. Except for mode change, the shipper will not divert material requisitioned under MILSTRIP unless directed to do so by the supply source.

(a) A diversion between modes is a routine occurrence during the clearance process and the shipper follows the instructions issued by the clearance authority. This type of diversion may happen as a result of:

1 A change in the urgency of need. Such a change may result in a planned air shipment being moved by surface or a surface shipment by air. A change in urgency of need may occur while the shipment is anywhere in the transportation system with the related diversion coordinated by the applicable clearance authority.

2 The challenge process during air clearance. Requisitions with a UMMIPS priority in Issue Group I and II result in TP-1 and TP-2 shipments which normally move by premium (air) transportation. When the actual need does not justify the additional expense normally associated with air transportation, the requisitioner may authorize the shipper or the ACA to direct diversion of the shipment for movement by a surface mode. Such a diversion occurs at the shipping point before actual movement.

(b) A diversion to a different consignee or destination may result from conditions such as:

- 1 Strikes, national disturbances, or acts of God.
- 2 Supply cancellations.
- 3 Terminations of projects.

4 Changes in logistics buildup.

5 Modification of permanent change of station orders authorizing personal property shipments.

6 Change in the receiving locations for mobile units.

(c) A diversion in the route of a shipment normally occurs after it leaves the shipper. Such change in route is only within a particular mode (i.e., air or water) and usually directed and coordinated by the clearance authority.

(3) Shipment tracing through MILSTAMP allows the requesting or receiving activity to use modified supply system data to locate a shipment in the transportation system. While tracing assistance is normally obtained from the clearance authorities, the shipper may occasionally be asked for shipping data. The shipper responds to such requests by providing all available information. The formats used for tracing are detailed in appendix M.

#### **4. Preparing Additional Shipper Documentation**

a. In addition to the TCMD, the shipper prepares documentation which:

(1) Is applied to the shipment itself and includes addresses and most TCMD data (see figure 2-B-8).

(2) Identifies special characteristics and handling requirements for air shipments (DD Form 1387-2) (see figure 2-B-10).

(3) Constitutes a contract between the shipper and a carrier providing transportation service (CBL or GBL).

(4) Reports the shipment of classified and certain hazardous material or inert components (REPSHIP) (figures 2-B-11 and 2-B-12).

(5) Establishes a beginning point for reporting and collecting data on transportation performance in the movement of MILSTRIP shipments (Intransit Data Cards).

(6) Provides a record of the condition, U.S. Customs and EPA qualifications, and complete ownership identification of POVs shipped in the DTS (DD Form 788).

b. The shipper applies address markings to each piece of a shipment unit. The DD Form 1387, 1986 edition, will be used for address markings on all shipment units of DoD cargo. The form will be completed using automated or manual capabilities. Bar coded entries of TCN, Consignee DoDAAC, and piece number are mandatory on the DD Form 1387, effective 1 January 1989. Labels prepared by automated means must be readable by humans and electronic devices. Manually prepared labels must be readable by employees responsible for the movement of cargo. If the shipping container does not lend itself to application of the label, or if the label would cover or interfere with other required markings, the label will be attached to a general purpose tag or a wooden placard. The general purpose tag or placard will be tied, wired, or otherwise fastened to the shipment unit or movement conveyance (SEAVAN or air pallet). A vendor or contractor making a shipment may apply address markings by silk screen, stencil, or alternate labels provided the procurement costs are not increased and the marking conforms with MIL-STD-129 (reference n). Substitute labels or tags must contain the same data as the DD Form 1387 and be approved by the contract administration office.

(1) Detailed procedures for applying shipment markings are specified in MIL-STD-129 (reference n). In addition, personal property shipments are marked according to MIL-STD-212 (reference t) and shipments of hazardous materials according to the 49 CFR (reference m) and other appropriate publications. The outside containers of classified or protected (sensitive) shipments are marked as specified in MIL-STD-129 (reference n) and sponsoring Service directives, but will not identify the classified or protected nature of the material being shipped.

(2) Illustrations of sample shipment markings are shown in figures 2-B-7 and 2-B-8. Shadow printing is the accepted method for indicating the TP. The TP may also be applied through the use of stick-on numerals or handwritten with waterproof marker.

c. The shipper also completes a Special Handling Data/Certification, DD Form 1387-2, for shipments of hazardous material and classified or protected articles moving by military controlled aircraft. The form identifies the characteristics of the material, precautionary measures, handling instructions, and other details necessary for the safe and proper handling of the shipments.

(1) Detailed procedures for completing and distributing the DD Form 1387-2 are contained in joint publication AFR 71-4/TM 38-250/NAVSUP PUB 505/MCO P4030.19E/DLAM 4145.3 (reference o). Only personnel trained in accordance with the joint publication are authorized to certify hazardous cargo for movement by military aircraft. The shipper

normally types the form, but, in an emergency, clearly legible handwritten entries are acceptable. Figure 2-B-10 illustrates a DD Form 1387-2 with basic preparation instructions for both hazardous and classified shipments whether hazardous or not. Along with the basic form, the shipper uses the continuation sheet, DD Form 1387-2c for any required entries that do not fit on the DD Form 1387-2.

(2) The shipper distributes the prepared copies of the DD Form 1387-2 as follows:

(a) When shipping unclassified hazardous material, the original signed form is attached to the number one package of the shipment. Three additional signed copies are forwarded to the originating air terminal in a waterproof envelope and attached to the number one shipping container. An additional copy of the form (which need not be signed) is attached to each container in the shipment.

(b) When shipping unclassified, nonhazardous material, the DD Form 1387-2 is prepared and distributed as described above, except entries for the certification of hazardous material are left blank and the form need not be signed.

(c) When shipping material which is both classified and hazardous, the shipper prepares and distributes the DD Form 1387-2 in the same manner as for unclassified, hazardous material if none of the entries are classified. When any of the entries are classified, the shipper fully completes one copy of the DD Form 1387-2, including essential classified data. The shipper sends the completed copy (as a classified document) to the APOE for attachment to the aircraft commander's copy of the manifest. Three additional copies are prepared by the shipper with the statements "See Aircraft Commander's copy of the DD Form 1387-2" and "Signature and Tally Record Required" in the supplemental information block. Except for completion of the blocks listing the gross weight of the shipment, the TCN, and the destination DODAAC, the shipper leaves the balance of the form blank.

(d) When shipments are classified, but do not contain hazardous materials, the shipper enters the degree of protection required, e.g., "Signature and Tally Record Required," in the supplemental information block. The shipper also enters the weight of the shipment, TCN, and destination DoDAAC. One copy of the DD Form 1387-2 is attached to each container. Three additional copies are forwarded to the originating air terminal in a waterproof envelope and attached to the number one container.



d. The shipper prepares a CBL or GBL as a contract with a carrier providing transportation services to the POE. Bills of lading for movement of SEAVANS include the SEAVAN TCN, TCN for each shipment unit, and the complete van and seal numbers. The detailed procedures for completing and distributing the bill of lading are contained in the DTMR (reference i) for CONUS and in appropriate theater directives overseas.

e. The shipper sends a REPSHIP by ETM (or telephone confirmed by ETM) as soon as possible, but not later than 24 hours after shipping classified or protected (except pilferable) and certain hazardous material or release unit quantities of inert components. The shipper transmits the REPSHIP to ensure its receipt before shipment arrival. REPSHIPS containing classified information, or which indicate that shipments are classified, are safeguarded according to the shipper's security regulations.

(1) When shipping classified (TOP SECRET, SECRET, Confidential) or protected (except pilferable) material, the shipper notifies the transshipping activity (CCP or POE) and either the clearance authority for surface export shipments. The information required in the notice (REPSHIP) is detailed in the DTMR (reference j) for CONUS export shipments and in appropriate theater directives overseas. The shipper provides:

- (a) The export release number and TCN(s).
- (b) Carrier and routing information.
- (c) Car or truck number(s).
- (d) GBL number(s).
- (e) Estimated time and date of departure.
- (f) Estimated time and date of arrival at the transshipping activity.
- (g) Security classification.
- (h) Commercial, DSN, or FTS telephone number, as appropriate.

(2) When shipping ammunition, explosives, or release unit shipments of inert component parts thereof, the shipper uses the REPSHIP format outlined in figure 2-B-11 or 12 to notify:

- (a) The transshipping activity (CCP or POE).
- (b) Either the clearance authority for surface export shipments.
- (c) The sponsoring Service accountable supply activities:

1 Army - as listed in separate publications distributed directly to shipping activities.

2 Air Force - Armament Transportation Team/LIWXD, Hill AFB, Ogden, UT 84056-5999; in addition to LIWXD, send an information copy of REPSHIP on all Air Force sponsored FMS shipments to AFMC/ILC-XMXA, Wright Patterson, AFB, OH 45433-5000.

3 Navy and USMC - U.S. Navy Ships Parts Control Center, Code 8534, Mechanicsburg, PA 17055-0788 with instructions for routing to "Code 735" in the heading. An additional copy will be sent to the U.S. Navy ILCO, Code 252, 700 Robbins Ave., Philadelphia, PA 19111-5000 on all Navy sponsored FMS.

4 USMC - In addition to the above, Headquarters, USMC (Code LMG), Washington, DC 20380-0001.

f. The shipper also prepares the intransit data format for use in measuring transportation performance in the movement of MILSTRIP shipments. Intransit data reporting is required for supply and transportation activities of the Army, Navy, Air Force, Marine Corps, and DLA. Procedures for completing all intransit data formats are detailed in appendix I.

(1) Reports of performance are required for all supply transactions (stocked items) on inventory control point managed stocks requisitioned under MILSTRIP and shipped from U.S. Government activities (except Coast Guard) to DoD and Coast Guard activities within CONUS and to DoD activities overseas. Also included are Air Force sponsored shipments moved by AMC from overseas to CONUS. Specific exclusions are detailed in appendix L.

(2) The shipper prepares and distributes intransit data with document identifier code TK4 using the following procedures:

(a) For bill of lading shipments, all shippers except the Air Force, prepare TK4 data for each bill of lading; Air Force

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shippers prepare data for each shipment unit on the bill of lading, except as noted in paragraph B.4.f.(2)(a)3.

1 For bill of lading shipments directly to a receiving activity, the shipper forwards the data, with the bill of lading to the receiving activity.

2 For bill of lading shipments to a transshipping activity (POE), all shippers except the Air Force forward the TK4 data to the transshipping activity; Air Force shippers forward the TK4 data to the DoD MILSTEP CDCP.

3 The shipper makes all \_\_\_\_\_ on the TK4 (including consignee receipt date) when, under the provisions of guaranteed traffic agreements, electing to use the carrier delivery receipt to obtain the information. The shipper then sends the intransit data directly to the CDCP.

(b) For QUICKTRANS shipments, all shippers prepare TK4 data for each shipment unit and forward it to the CONUS receiving activity or POE as detailed above for bill of lading shipments (QUICKTRANS terminals do not participate in the intransit data process).

g. The POE, acting as a shipper, prepares a DD Form 788, Private Vehicle Shipping Document for Automobile, to provide a record of the condition, customs, and EPA qualifications and complete ownership identification data of POVs shipped in the DTS. While the shipper is technically the POV owner, the terminal prepares the DD Form 788 as detailed in the PPTMR reference h). The form may also be used instead of a manual TCMD for processing at the POE. The TCMD data entries on the form are also detailed in appendix D of this regulation.

h. Shippers authorized to load and ship 463L air pallets prepare Pallet Header data as shown in chapter 3, figure 3-C-2 and as instructed by the APOE responsible for processing the shipment.

5. After preparing all the documentation and receiving appropriate clearance, the shipper makes the shipment to the transshipment point (CCP or POE). The shipper forwards appropriate delivery documentation (bill of lading, TCMD, etc.) with the shipment as outlined above for the various forms.

6. If a discrepancy occurs in a shipment and information is needed to process a possible claim, the shipper receives a request for information in the form of a TDR. Complete instructions on processing and

distributing TDRs are contained in the joint publication AR 55-38, NAVSUPINST 4610.33, AFR 75-18, MCO P4610.19, DLAR 4500.15 (reference q). Additional instructions for use overseas may be contained in applicable theater publications.

7. After completing a shipment, the shipper maintains records detailing the actions undertaken. Various Service publications detail the length of time and method for keeping such files.

### Application of Transportation Priorities

Urgency Verification TP Code <sup>8</sup>	Recommended Shipment Mode	Type of Shipment O/T mail	Explanation/ Exception Paragraph	Mail Shipments Paragraph B.1.b. (2) (e)
1 J	Air	UMMIPS 01-03	B.1.b. (2) (a)	Registered letter mail, Command pouches, weapon system pouches, and CASREP pouches. <sup>9</sup> Letter mail. Priority parcels.
2 K	Air	UMMIPS 04-08	B.1b. (2) (a)	MOM, SAM, and PAL.
3 L	Surface	UMMIPS 09-15 Personal property NAF	B.1.b. (2) (a) B.1.b. (2) (b) B.1.b. (2) (b) B.1.b. (2) (c)	Overseas mail and intercommand mail.
4 <sup>10</sup> M	AMC uncommitted space	TP-3	B.1.b. (2) (g)	See text.

Figure 2-B-1

<sup>8</sup> For explanation of code, see paragraph B.1.b(2) (f) 1.

<sup>9</sup> Enter 999 in the RDD field.

<sup>10</sup> Not a TP. Identifies cargo selected to move as deferred air freight.

**Time Standards for Issuance of an ETR**

When the shipper requests an ETR for:	The OCCA provides an ETR:
TP-1 and TP-2 shipments	Within 48 hours from time of receipt at the OCCA.
TP-3 shipments	Within 3 working days from time of receipt at the OCCA.
Any shipment with an availability date 10 or more days in the future	Not later than the shipper established lead time necessary to ensure processing and transit to the port.

Figure 2-B-2

**TCMD Submission for Water Shipments**

When the shipper makes an: <sup>11</sup>	When transit time to the POE is:	The shipper sends data to the OCCA: <sup>11</sup>	The method of ATCMD transmission is:
RU shipment by SEAVAN	24 hours or less	After receiving the ETR and at least 12 hours prior to shipment	AUTODIN or ETM <sup>12</sup>
	Over 24 hours	Not later than actual time of shipment	AUTODIN or ETM <sup>12</sup>
RU shipment by other than SEAVAN	24 hours or less	At least 18 hours prior to shipment	Telephone
	Over 24 hours	24 hours prior to shipment arrival at POE	AUTODIN or ETM <sup>12</sup>
LRU shipment restricted by appendix H	24 hours or less	After receipt of ETR, but at least 18 hours prior to shipment	Telephone
	Over 24 hours	After receipt of ETR, but at least 24 hours prior to shipment arrival at POE	AUTODIN or ETM <sup>12</sup>
LRU shipment, unrestricted	24 hours or less	At least 18 hours prior to shipment	AUTODIN or telephone
	Over 24 hours	At least 24 hours prior to shipment	AUTODIN or telephone

**Figure 2-B-3**

- <sup>11</sup> For shipments forwarded to a CCP for consolidation, the CCP will be defined as the shipper when using this figure.
- <sup>12</sup> Telephone transmission will be used if faster and if AUTODIN or capability is not available.

GBL Header Data Format for Shipments to Water Ports<sup>13</sup>

<u>Record Position</u>	<u>Data Element or Description</u>
1-3	Advance shipment information, always enter "GBL"
4-11	GBL Number - 8 positions - alphanumeric
12-16	Always enter - TCMDs
17-19	Total number of TCNs on this GBL
20-25	DoDAAC of shipper
26	Blank
27-30	Day of the year shipment was or is planned to be released to carrier
31-33	POE, example

Figure 2-B-4

---

<sup>13</sup> A properly formatted GBL Header Data for batch transmission of TCMDs would read as follows: GBLA1234567TCMDS175SW3400 31113DK



### TCMD Submission for Air Shipments

When the shipper makes an:	The shipper sends ATCMD data to the ACA for shipments moving by:	The ATCMD is transmitted by:
	AMC	QUICKTRANS <sup>14</sup>
Expedite TP-1 (999) shipment <sup>15</sup>	Not later than 2 hours prior to release to the carrier	(1) Telephone/DSN (2) AUTODIN/DDN (3) FAX <sup>16</sup>
All other TP-1 shipments	Not later than 6 hours prior to release to the carrier	(1) AUTODIN/DDN (2) ETM (3) Telephone/DSN/FAX <sup>16</sup>
All other air shipments except AMC FSS cargo <sup>17</sup>	Not later than 14 hours prior to release to the carrier	(1) AUTODIN/DDN (2) ETM (3) Telephone/DSN/FAX <sup>16</sup>

Figure 2-B-5

- <sup>14</sup> Shipments to be moved in the QUICKTRANS system do not require advance clearance except those requiring special handling, e.g., explosives, other noncompatible hazardous materials, security cargo, shipments requiring movement on a particular flight and those exceeding 5,000 pounds, or 98 inches high, or 88 X 108 inches in width or length.
- <sup>15</sup> For shipments requiring clearance through the Marine Corps ACA, ATCMD transmission is by telephone only.
- <sup>16</sup> Facsimile of clearly legible ATCMDs may be used when the computer for sending or receiving data is temporarily inoperable. To ensure accountability, the shipper must provide advance notice to the appropriate ACA of approximate transmission time and number of ATCMDs being transmitted. ACA will advise the shipper of any discrepancies. The Army ACA cannot accept FAX transmission of ATCMDs.
- <sup>17</sup> AMC FSS cargo does not require clearance. The TCMD forwarded with the FSS shipment contains a significant identifier indicating no advance documentation is required.

### Transportation Holding Delay Codes

One of the following codes will be used to record and/or report a transportation delay as outlined in paragraph B.3.e.(1) of this chapter:

Code	Explanation
A	Shipment unit held for consolidation
B	Awaiting carrier equipment
C	Awaiting export/domestic traffic release
D	Delay due to diversion to surface movement resulting from challenge by Service Air Clearance Authority
E	Delay resulting from challenge by Service Air Clearance Authority/SSCO for which no diversion occurs and material was shipped by air
F	Embargo
G	Strikes, riots, civil commotion
H	Acts of God
I	Reserved
J	Shipment delayed to process customer cancellation request(s)
K	Diversion to surface movement due to characteristics of material that preclude air shipment, e.g., size, weight, in hazard classification
L	Delay requested and/or concurred in by consignee
M	Delay to comply with valid delivery dates at CONUS destination/outloading terminals
N	Delay due to diversion to air (requisition priority upgraded)
O-Y	Reserved
Z	Holding action less than 24 hours from date material available for shipment

Figure 2-B-6

**Illustration of Stencil Marking**

TCN FB564430907800XXX  
RDD 126 PROJ 555 TP-3  
FD2030 TINKER AFB OK  
1GC T.O. MOTBY BAYONNE NJ  
HA4 SOUTHAMPTON ENGLAND  
FB5644 RAF BENTWATERS  
SUFFOLK, ENGLAND  
1 OF 12 WT 1200 CU 110

Explanation

First Line :	TCN
Second Line:	RDD (or Expedited Handling Code "999"), project code (when specified), and TP.
Third Line:	DoDAAC and clear text address of the consignor.
Fourth Line:	Port identifier code and clear text name of the POE.
Fifth Line:	Port identifier code and clear text name of POD.
Sixth Line:	DoDAAC/MAPAC and clear text address of the consignee.
Seventh Line:	Piece number, total pieces, weight, and cube of the piece.

**Figure 2-B-7**

**Instructions for Completing the DD Form 1387, Military Shipment Label  
(Other Than Mail)**

1. TCN: Enter the 17 position TCN, bar coded and in-the-clear.
2. Postage Data: Leave blank.
3. From: Enter DODAAC and in-the-clear address of the shipping activity.
4. Type Service: Enter Air Express, Blue Label, Overnight Delivery, etc.
5. Ship to/POE: Enter three digit air/water port code and in-the-clear port address.
6. Transportation Priority: Enter applicable TP.
7. POD: Enter three digit air/water POD code.
8. Project: Enter project code if applicable.
9. Ultimate Consignee/Mark For: Enter consignee DODAAC, bar coded and in-the-clear, and the complete address of the consignee.
10. Weight (this piece): Enter actual weight.
11. RDD: Enter if appropriate.
12. Cube (this piece): Enter cube.
13. Charges: Enter CONUS inland freight charges on number one piece of the shipment unit (mandatory for FMS shipments).
14. Date Shipped: Enter four position date or in-the-clear date.
15. FMS Case Number: Enter as appropriate.
16. Piece Number: Enter bar coded and in-the-clear.
17. Total Pieces: Enter total pieces in the shipment unit.

**Figure 2-B-8**

**Instructions for Completing the DD Form 1387, Military Shipment Label  
(Mail)**

1. TCN: Enter the 17 position TCN, bar coded and in-the-clear.
2. Postage Data: Use one of the following:
  - a. Metered mail: Attach stick-on metered postage values to or near this block.
  - b. Permit Imprint mail: Enter the appropriate Service/Agency mail authorization; for example:

First Class Mail  
Postage and Fees Paid  
Defense Logistics Agency  
Permit No. G-53
3. From: Enter the in-the-clear address of the shipping activity, including ZIP code. The phrase "Official Business, Penalty for Private Use \$300" must be printed on the bottom line of this block.
4. Type Service: Enter First Class, Express Mail, etc.
5. Ship to/POE: For CONUS mail, enter complete address of consignee, including ZIP code. For overseas mail, enter PCC code or the air/water POE code.
6. Transportation Priority: Enter the appropriate TP.
7. POD: Leave blank.
8. Project: Enter if appropriate.
9. Ultimate Consignee/Mark For: Enter DODAAC of consignee, bar coded and in-the-clear, and other address markings, if appropriate.
10. Weight (this piece): Enter actual weight.
11. RDD: Enter RDD, if appropriate.
12. Cube (this piece): Enter cube.

**Instructions for Completing the DD Form 1387, Military Shipment Label  
(Mail)**

13. Charges: Leave blank.
14. Date Shipped: Enter four position or in-the-clear date.
15. FMS Case Number: Enter, if applicable.
16. Piece Number: Enter bar coded and in-the-clear piece number.
17. Total Piece: Enter number of pieces in the shipment unit.

Figure 2-B-9 (Cont.)

**Instructions for Completing the DD Form 1387-2**

Unclassified Shipments

Block

1. Item nomenclature:

a. Proper shipping name (must include Reportable Quantity (RQ)), if appropriate.

b. Hazardous materials classification (no abbreviations). The identification number prescribed by UN or NA for strictly domestic flights, or as prescribed in the appropriate hazardous material regulations.

c. Label; enter type of label or "Label None."

d. For nonhazardous material, enter item nomenclature only.

2. Net Quantity per Package: Enter, as appropriate, net weight, measure or volume of hazardous material. Class A or B explosives; enter Net Explosive Weight (NEW) per package and per pallet. For nonhazardous material, enter the gross weight of the package.

3. Consignment Gross Weight: Total gross weight of each pallet/package shipped under the same TCN.

4. Transportation Control Number: TCN this package.

5. Destination: Address of consignee, in-the-clear.

6. Supplemental Information: Enter special handling information for explosives, class A poisons, etiologic agents, radioactive materials, aircraft or helicopter parts, liquid and nonpressurized gases. For sensitive and other cargo requiring transportation protective service, include the appropriate entries from blocks 15 and 16 below.

7. Load Storage/Group: Enter number provided on the technical packaging order. For material, leave blank.

**Instructions for Completing the DD Form 1387-2**

8. Flash Point: For IMCO, enter flashpoint for closed cup for flammable liquids. For nonhazardous material, leave blank.
9. Mark block with "X." Strike through nonapplicable type aircraft. For material, leave blank.
10. Joint Reg. Paragraph: If used, mark block with "X." If not packaged in accordance with joint regulation, cite authority which authorizes shipment. For nonhazardous material, leave blank.
11. MILSTAMP reference: If used, mark with "X." For nonhazardous cargo, cite MILSTAMP chapter 2, section B, paragraph 4.
12. ATA/IATA/IMCO Regulations: Mark block with "X" and strike through regulations. For material, leave blank.
13. 49 CFR: Mark with "X" if any of the four adjacent blocks (14, 15, 16, and 17) are used. For nonhazardous material, leave blank.
14. Paragraph: Enter 49 CFR paragraph reference. For nonhazardous material, leave blank.
15. 173.7(a): Mark with "X" if packaging is equal to or better than that required by 49 CFR. Otherwise, leave blank. For nonhazardous material, leave blank.
16. Exemption: If the shipment is prepared in accordance with an exemption, cite DOT exemption number which authorizes relief from 49 CFR. Leave blank if packaged in accordance with 49 CFR or if nonhazardous material.
17. DOT-E 7573: Check when using this exemption; otherwise, leave blank.
18. Address of Shipper: Complete in-the-clear address of shipping activity.
19. Typed Name, Signature, and Date: Person preparing this form and certifying its accuracy. Date is the date label prepared For nonhazardous material, enter the date only.

Figure 2-B-10 (Cont.)



## Instructions for Completing the DD Form 1387-2

### Classified Shipments

1. If the material being shipped is both classified and hazardous, the following procedures apply:

a. Four copies of the form will be completed in detail, as in blocks 1-19 above, provided none of the information entered on the form is classified. Distribution of the form will be in accordance with paragraph B.4.c.(2) above.

b. If the information to be entered on the form is classified, then prepare and distribute the form thusly. One copy is completed in detail (see blocks 1-19 above), including essential classified data. This copy will be signed. The completed and signed form will be forwarded to the air terminal in accordance with appropriate security regulations and precautions and will be attached to the air manifest. Three additional copies of the form must be prepared reflecting "See Aircraft Commander's Copy" and "Protective Service Required" in block 6. Blocks 3, 4, and 5 will also be completed. The remainder of the form will be left blank. The form will be placed in a waterproof envelope and attached to the number one container of the shipment unit.

c. If any of the data entered on the DD Form 1387-2 is classified when the form is attached to the air manifest, then the air manifest takes the same degree of classification. The air manifest remains classified until the classified form is detached and handled in accordance with appropriate security regulations and precautions.

Instructions for Completing the DD Form 1387-2

2. If the material being shipped is only classified, the following procedure applies. All four copies of the form will reflect the degree of protection<sup>18/19</sup>

Figure 2-B-10 (Cont.)

- 
- 18 For shipments of classified or sensitive cargo, block 6 of the DD Form 1387-2 will include one or more of the transportation protective service categories as required by the DTMR (reference J), for example:

- Armed Guard Surveillance
- DoD Constant Surveillance Service
- Dual Driver Protective Service
- Greater Security
- Motor Surveillance Service
- Protective Escort Vehicle Service
- Signature and Tally Record
- Tank Surveillance Service

- 19 For shipments requiring other special services while intransit, enter the appropriate instructions in block 6. e.g.,:

- Protect From Freezing
- Protect From Heat
- Air Ride Equipment Required

**Illustration of Report of Shipment (REPSHIP) Data Requirements for  
Breakbulk Shipments of Hazardous Materials and Inert Component Parts**

FROM: Shipping Activity

To: Transshipping Activity  
Clearance Authority (ocean) or (air)

INFO: Sponsoring Service Accountable Supply Activity

SUBJ: MILSTAMP REPSHIP

1. CONVEYANCE NUMBER.
- A. CARRIER AND ROUTING, BILL OF LADING NUMBER, NEW.
- B. SEAL NUMBER(S) AND ANY OTHER SECURITY DEVICES APPLIED SUCH AS UPPER RAIL LOCKS, WIRE TWISTS, ETC.
- C. TYPE OF TRANSPORTATION PROTECTIVE SERVICE (STR, CSS, RSS, NONE, ETC.) AND, WHEN APPLICABLE, SERVICE NUMBER.
- D. SHIPMENT DATE WRITTEN AS A THREE DIGIT DAY OF THE YEAR.
- E. ETA WRITTEN AS A THREE DIGIT DAY OF THE YEAR.
- F. FOR SURFACE SHIPMENTS: ETR NUMBER AND VESSEL NAME AND/OR VOYAGE NUMBER. FOR AIR SHIPMENTS: ENTER APPLICABLE AIR RELEASE NUMBER OR N/A.
  - (1) TCN.
  - (2) NSN AND DODIC.
  - (3) DIMENSIONS, IN INCHES, OF UNITIZED LOADS (LENGTH, WIDTH, HEIGHT).
  - (4) TOTAL ROUNDS, TOTAL PIECES, TOTAL WEIGHT, TOTAL CUBE.
  - (5) LOT NUMBER AND NEW; FOR MORE THAN ONE LOT FURNISH THE LOT NUMBER, ROUND COUNT, PIECES, WEIGHT, CUBE, AND NEW FOR EACH LOT.
  - (6) PROJECT CODE, IF APPLICABLE.
  - (7) SECURITY CLASSIFICATION (E.G., SENSITIVE - CATEGORY 2; SECRET, NONE, ETC.).
- G. COMMERCIAL, DSN, OR FTS TELEPHONE NUMBERS AS APPROPRIATE. WHEN CONTRACTORS ARE AUTHORIZED TO TRANSMIT REPSHIPS. PROVIDE TELEPHONE NUMBERS OF THE COGNIZANT ADMINISTRATIVE TRANSPORTATION OFFICE.

When the conveyance contains more than one shipment unit, repeat the data elements (1) through (7) in separately lettered paragraphs for each shipment unit. NOTE: Cargo for more than one vessel or flight, but shipped to POE in a single conveyance, is included in a single REPSHIP.

When cargo for a single vessel is moved to the WPOE in more than one

**Illustration of Report of Shipment (REPSHIP) Data Requirements for  
Breakbulk Shipments of Hazardous Materials and Inert Component Parts**

conveyance, repeat all the data elements as above in separate numbered paragraphs for each conveyance.

**NOTE:** A separate REPSHIP is used for each mode of shipment to the POE.

Figure 2-B-11 (Cont.)

**Illustration of Report of Shipment (REPSHIP) Data Requirements for  
Containerized Shipments of Hazardous Material and Inert Component Parts**

FROM: Shipping Activity

TO: CONUS WATER TERMINAL<sup>20</sup>

INFO: Sponsoring Service Accountable Supply Activity

SUBJ: MILSTAMP REPSHIP

1. ETR AND VESSEL NAME AND/OR VOYAGE NUMBER.

A. CONVEYANCE NUMBER.

- (1) CARRIER AND ROUTING.
- (2) GBL NUMBER; TOTAL NEW.
- (3) MTX-GS SERVICE NUMBER.
- (4) TYPE OF TRANSPORTATION PROTECTIVE SERVICE (STR, CSS, DDPS, RSS, ETC).
- (5) SHIPMENT DATE WRITTEN AS A THREE DIGIT DAY OF THE YEAR.
- (6) ETA WRITTEN AS A THREE DIGIT DAY OF THE YEAR.

B. CONTAINER AND SEAL NUMBER.<sup>21</sup>

- (1) CONTAINER TCN.
- (2) TOTAL WEIGHT OF CONTENTS.
- (3) TOTAL NEW.
- (4) CONTENT TCN.
  - (a) NSN AND DODIC.
  - (b) ROUNDS, PIECES, WEIGHT, CUBE, AND LOT NUMBERS.
  - (c) PROJECT CODE, IF APPLICABLE.
  - (d) SECURITY CLASSIFICATION (E.G., SENSITIVE-CATEGORY 2, CONFIDENTIAL, ETC.).
- (5) CONTENT TCN.<sup>22</sup>

**Figure 2-B-12**

- 
- <sup>20</sup> Containerized (CONEX, MILVAN, SEAVAN) loads containing Hazardous Material are not eligible for airlift.
- <sup>21</sup> For a conveyance with more than one container, repeat the data in paragraph B as paragraph C, etc.
- <sup>22</sup> For a container with more than one shipment unit, repeat the data in paragraph B(4) for each shipment unit as paragraph B(5), etc.

**Illustration of Report of Shipment (REPSHIP) Data Requirements for  
Containerized Shipments of Hazardous Material and Inert Component Parts**

C. COMMERCIAL, DSN, OR FTS TELEPHONE NUMBER, AS APPROPRIATE. WHEN CONTRACTORS ARE AUTHORIZED TO TRANSMIT REPSHIPS, PROVIDE TELEPHONE NUMBER OF THE COGNIZANT ADMINISTRATIVE TRANSPORTATION OFFICE.

**Figure 2-B-12 (Cont.)**

## CHAPTER 3

### TRANSSHIPPER REQUIREMENTS AND PROCEDURES

#### SECTION A. GENERAL

##### 1. Introduction

a. While there is a shipper and receiver for every shipment, most shipments in the DTS also involve one or more transshippers. The transshipper is any transportation activity, other than the shipper or receiver, which handles or documents the transfer of a shipment between conveyances. The transshipper is usually a CCP, APOE, WPOE, APOD, WPOD, or breakbulk point. The transshipper may perform more than one type transshipment; e.g., a water port is usually a CCP, POE, POD, and breakbulk point.

b. This chapter explains, in the general order of performance, the actual steps a transshipper takes to process a shipment. The steps each type transshipper must complete are detailed in separate sections. The documentation the transshipper uses is usually based on the TCMD data prepared by the shipper as explained in chapter 2.

##### 2. The CCP Steps in Processing a Transshipment

a. The steps that a CCP accomplishes whenever processing a transshipment are summarized in the following listing. Unless otherwise indicated, these steps are the same for all CCPs including those collocated with and/or operated by a POE. A CCP usually loads shipments into SEAVANS, or onto 463L pallets, but the procedures used are applicable to any type of consolidation container loaded at a CCP. The list below shows, by paragraph, where in MILSTAMP the procedures are explained in detail.

b. To process a transshipment, a CCP:

<u>Procedures</u>	<u>Paragraph</u>	<u>Page</u>
(1) Receiving for transshipment	B.2.a.	3-B-4
(2) Securing an ocean booking	B.2.b.	3-B-5

(3) Loading the container	B.2.c.	3-B-5
(4) Preparing shipping documentation	B.2.d.	3-B-6
(5) Moving the container to the POE	B.2.e.	3-B-7
(6) Holding, diverting, and tracing shipments	B.2.f.	3-B-8
(7) Answering TDRs	B.2.g.	3-B-9
(8) Maintaining records	B.2.h.	3-B-9

### 3. The POE Steps in Processing a Transshipment (Including intra-country shipments)

a. The steps that a POE accomplishes whenever processing a transshipment are summarized in the following listing. While an APOE processes cargo for loading aboard an aircraft and a WPOE processes cargo for loading aboard a watercraft, the procedures for each are essentially the same.

b. To process a transshipment, a POE:

<u>Procedures</u>	<u>Paragraph</u>	<u>Page</u>
(1) Receiving the shipment	C.2.a.	3-C-2
(2) Planning for loading	C.2.b.	3-C-4
(3) Loading the shipment	C.2.c.	3-C-5
(4) Preparing shipping documentation	C.2.d.	3-C-5
(a) Final stowage plan	C.2.d.(1)	3-C-5
1 Air	C.2.d.(1)(a)	3-C-5
2 Water	C.2.d.(1)(b)	3-C-5
(b) Manifest	C.2.d.(2)	3-C-6
1 Air	C.2.d.(2)(a)	3-C-6
2 Water	C.2.d.(2)(b)	3-C-7
a Manifest preparation	C.2.d.(2)(b)1	3-C-7
b Manifest adjustment	C.2.d.(2)(b)2	3-C-10
c Manifest recapitulation	C.2.d.(2)(b)3	3-C-11
d Manifest summary	C.2.d.(2)(b)4	3-C-13
e Cargo traffic message	C.2.d.(2)(b)5	3-C-13
f Ocean B/L (GBL/CBL)	C.2.d.(2)(b)6	3-C-15
g Cargo outturn advisory and reconciliation (CORM) message	C.2.d.(2)(b)7	3-C-20
(c) Intransit data	C.2.d.(3)	3-C-20
(5) Holding, diverting, and tracing shipments	C.2.e	3-C-21
(6) Maintaining files	C.2.f.	3-C-22



**4. The POD Steps in Processing a Transshipment (Including intracountry shipments)**

a. The steps that a POD accomplishes whenever processing a transshipment are summarized in the following listing. While an APOD processes cargo arriving by aircraft and a WPOD processes cargo arriving by watercraft, the procedures for each are essentially the same. The list below shows, by paragraph, where in MILSTAMP the procedures are explained in detail.

b. To process a transshipment, a POD:

<u>Procedures</u>	<u>Paragraph</u>	<u>Page</u>
(1) Receives the shipment	D.2.a.	3-D-1
(a) Plans for unloading	D.2.a.(2)	3-D-1
(b) Prepares discharge and customs forms	D.2.a.(2) (a)	3-D-2
(c) Notifies personal property carriers	D.2.a.(2) (b)	3-D-2
(d) Documents the unloading	D.2.a.(3)	3-D-3
(2) Reconciles discrepancies	D.2.b.	3-D-4
(a) Air	D.2.b.(1) (a)	3-D-4
(b) Water - cargo outturn	D.2.b.(1) (b)	3-D-4
(3) Processes discrepant shipments	D.2.b.(2)	3-D-5
(a) Air	D.2.b.(2) (a)	3-D-6
(b) Water	D.2.b.(2) (b)	3-D-6
(4) Ships cargo from the POD	D.2.c.	3-D-6
(a) Air	D.2.c.(1)	3-D-7
(b) Water	D.2.c.(2)	3-D-7
(5) Prepares intransit data	D.2.d.	3-D-9
(6) Accomplishes/converts ocean B/L	D.2.e.	3-D-9
(7) Holds, diverts, and traces shipments	D.2.f.	3-D-9
(8) Maintains files	D.2.g.	3-D-11

**5. The Breakbulk Point Steps in Processing a Transshipment**

a. The steps that a breakbulk point accomplishes whenever processing a transshipment are summarized in the following listing. Unless otherwise indicated, these steps are the same at all breakbulk points, including those collocated with and/or operated by a water port.

b. To process a transshipment, a breakbulk point:

<u>Procedures</u>	<u>Paragraph</u>	<u>Page</u>
(1) Receives the unitized cargo	E.2.a.	3-E-1
(2) Unloads/segregates unitized cargo	E.2.b.	3-E-2
(3) Reports discrepancies	E.2.b.(2)	3-E-2
(4) Maintains accountability	E.2.b.(3)	3-E-2
(5) Forwards cargo to consignee	E.2.c.	3-E-3
(6) Intransit data	E.2.d.	3-E-3
(7) Holds, diverts, and traces cargo	E.2.e.	3-E-4
(8) Maintains files	E.2.f.	3-E-5

**SECTION B. CONSOLIDATION AND CONTAINERIZATION POINT (CCP)**

**1. GENERAL**

a. The consolidation and containerization points (CCPs) have evolved to make more complete use of SEAVANs, 463L pallets, and the benefits associated with reduced cargo handling. Since most shippers do not regularly generate full container or air pallet loads of cargo for shipment direct to receivers, the CCP provides a means for combining shipments from multiple shippers. These combined shipments may then be sent directly to single consignees or, by use of stopoffs or breakbulk points, to multiple consignees.

b. The Military Services and DLA have established CCPs throughout CONUS to consolidate cargo for onward movement by SEAVAN or 463L pallet. In addition, POEs usually perform CCP functions for the multitude of loose shipments arriving at the port. The minor differences between procedures at the inland CCPs and at the water port CCPs are indicated in the following paragraphs. Despite these differences, the purpose and output of all CCPs are the same.

c. The inland CCPs are listed in appendix F5.

d. Service and Agency criteria for shipping to the CCP.

**(1) *Defense Logistics Agency (DLA)***

**(a) *With the exception of those items listed below, all depot, vendor, and DoD-authorized Less-than Release Unit (LRU) shipments originating within CONUS are routed to the appropriate DLA consolidation and containerization activity for transshipment to service-designated overseas activities. Those shipments that are not eligible for consolidation at a DLA consolidation and containerization activity because of project code, required delivery date, size, weight, or commodity, or that are consigned to an activity not supported by a DLA consolidation and containerization activity, are forwarded directly to the appropriate aerial or water port or other CONUS shipper service designated activity. These shipments must be packaged and labeled in accordance with MIL-STD-129.***

**(b) *The Defense Distribution Depot Susquehanna, PA (DDSP-W25K14) consolidates Army and Air Force material for designated activities in Europe, Middle East, Central/South America, Azores, and Africa. The Defense Distribution Depot San Joaquin, CA (DDJC-W62N2A) consolidates Army shipments for designated activities in the Pacific,***

Hawaii, and Alaska, and Air Force shipments for designated activities in Hawaii and the Pacific. DDJC-Sharpe facility also consolidates shipments of Marine Corps activities in Saudi Arabia, Okinawa, mainland Japan and Hawaii.

(c) Exclusions. The following material and/or shipments should not be routed to a DLA consolidation and containerization activity:

1 Release Unit (RU) shipments or a combination of LRUs which economically fill a SEAVAN for a single consignee or overseas breakbulk activity.

2 Single items oversize to a 20 foot SEAVAN with maximum item dimensions of height 85 inches by width 85 inches by length 228 inches; or occupying 50 percent or more of the space in a 40 foot SEAVAN, such as vehicles and construction equipment.

3 Air eligible items, as specified by individual service regulations, including special projects such as Army Air Line of Communication (ALOC) and Remote Area Support (RAS), that are outsized to a 463L pallet (88 inches by 92 inches by 96 inches), or greater than 10,000 pounds, that have not been diverted to surface.

4 Air Force, Marine Corps or Navy expedited and high priority (TP 1 or TP 2) shipments with RDD of 999, 777, 555, N--, E--, or a Julian date less than 21 days from the date the shipper received the requirement (less than 60 days for Marine Corps shipments) that have not been downgraded to surface.

5 Parcel post eligible shipments, if more economical to ship via FPO or APO based on evaluation of both CONUS and OCONUS transportation costs.

6 Foreign Military Sales (FMS) shipments.

7 Shipments consisting of the following materials: aircraft, unboxed (water commodity codes 900-999); arms, ammunition and explosives (water commodity codes 40X-499 and 680-685); baggage/household goods (water commodity codes 360-399); boats (water commodity codes 640-642); bulk cargo, unpackaged, dry or liquid (water commodity codes 200-299); classified or intelligence material, controlled substances (water commodity codes 532, 533, 537-540 and 542); mail (water commodity codes 610-619); privately owned vehicles (water commodity codes 300-359); radioactive materials; refrigerated cargo (water commodity codes 100-

199); special cargo (water commodity codes 800-899) including vehicles, oversized and overweight items; and subsistence, perishable (water commodity codes 500-529).

8 Shipments consisting of material requiring special handling with type cargo codes A-G, J-P, and R-Y and/or special handling codes 2-7.

(d) The points of contact for the DLA consolidation and containerization activities are: DDSP-New Cumberland Facility, DSN 977-6393/Commercial (717) 770-6393/FAX (717) 770-8660; DDJC-Sharpe Facility, DSN 462-3558/Commercial (209) 982-3558/FAX (209) 982-3986.

(2) Navy CCP

(a) Navy CCP process Navy-sponsored fleet support cargo moving from CONUS to ships and Naval overseas activities. The east coast CCP processes only air eligible cargo. The west coast CCP processes both air and surface shipments.

(b) Weight. Navy CCPs will accept all LRU cargo which meets Navy eligibility specifications. Parcel post eligible shipments must be forwarded directly to the ultimate consignee and not to a CCP.

(c) Maximum dimensions

1 Air, 88 inches, by 92 inches, by 96 inches.

2 Surface, 474 inches, by 92 inches, by 105 inches.

(d) Commodities

1 All commodities are accepted at Navy CCPs except for the following:

Class A, B, and C explosives shipments.

Shipments requiring transportation protective services.

Classified material shipments.

Perishable and subsistence items.

Personal effects or household goods shipments. This exclusion does not preclude such shipments for SEAVAN stuffing on the west coast.

Cigarette and alcoholic beverage shipments.

FMS shipments.

Radioactive materials licensed by the Nuclear Regulatory Commission.

Shipments of vehicles or boats.

Shipments approximating a truckload or with an aggregate weight of 10,000 pounds or more to a single consignee.

**2** Additional exclusions for air consolidation shipments only.

Requisitions with "G" or "W" in the 11th position of the document number.

Poseidon and FBM material.

JCS designated projects.

Hazardous material shipment.

## **2. Procedures**

### **a. Receiving for transshipment.**

(1) Individual shipments usually arrive at CCPs accompanied by the appropriate TCMD information. At inland CCPs, a copy of the TCMD should be found in a waterproof envelope on the number one box of each shipment unit. The TCMD for shipments arriving at water port CCPs should have been provided to the port through the OCA. The CCP uses any available data and the assistance of the shipper and sponsoring Service to prepare documents for shipments arriving without TCMDs.

(2) The TCMDs the inland CCP receives from the shipper are prepared according to the DI T\_3/T\_4 format (with necessary DI T\_5 through T\_9 entries). The spaces for entry of the van number (block 2/rp 4-8), POE (block 6/rp 21-23), and stopoff indicator (block 16/43/rp 63) are left blank for completion by the CCP. The TCMDs the port CCP receives through the clearance authority are prepared according to the applicable formats for single shipment units. The CCP alters or completes the TCMDs, as necessary, after loading the shipments into containers.

(3) When a shipment discrepancy (overage, shortage, or damage) is discovered, the CCP documents and reports the discrepancy according to the requirements of joint regulation AR 55-38, et al. (reference q). Prior to forwarding damaged shipments, the CCP also coordinates with the shipper, receiver, and/or sponsoring Service to ensure proper disposition of the materiel. Reconditioning, remarking, repacking, and similar services necessary for safe onward movement are provided by the CCP. If the shipment was not prepared by the shipper according to military standards (except for marking), the CCP obtains either a fund citation to correct the deficiency (unless such costs are incorporated in other handling charges) or disposition instructions from the sponsoring Service. The CCP reports inadequate shipment preparation according to the requirements of joint regulation DLAR 4140.55, et al. (reference r).

(4) The water port CCP reports to the clearance authority any shipment which has not been received within 15 days following the ETA shown on the advance TCMD. Inland CCPs follow the procedures established by MILSTAMP and the Service or Agency for which they function.

**b. Securing an ocean booking**

(1) The CCP begins the container booking process by projecting the requirements for containers. To preclude a substantial increase in processing time and storage facilities, the cargo does not have to actually be onhand at the CCP to determine the container requirements. Instead, the CCP makes forecasts based on experience and insight into future trends.

(2) The CCP develops the container requirements for each destination stated simply by number and size (large or small, i.e., longer than 32 feet or not). The CCP submits the requirement to the OCA/booking office which books the total number of containers required with the appropriate ocean carrier. Having secured the booking, the OCA booking office then furnishes the CCP with a block of TCNs, one per container.

(3) The CCP coordinates directly with the ocean carrier's agent for spotting of empty containers. As containers are required, the CCP assigns an ETR and TCN to a specific container.

**c. Loading the container**

(1) Since the CCP is not required to identify in advance the SEAVAN consignee for each container requested, loading is accomplished as

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cargo is received and consolidated. To meet delivery requirements at lowest overall costs, the CCP usually loads ("stuffs") cargo into containers in the following descending order of preference:

(a) A full container load for a single consignee.

(b) A container load for delivery by stopoff service to multiple consignees in the same geographic area. The ocean carrier assesses an additional charge for each stopoff enroute to the final destination. Various Service/Agency publications and MTMC Pamphlet 55-13, (reference s), provide guidance on stopoff consignee selection, stowing, blocking, etc.

(c) A container load for delivery to multiple consignees through a breakbulk point (including a WPOD). The additional transshipment handling necessary at a breakbulk point usually results in additional transportation cost and time as well as providing increased potential for loss or damage.

(2) When loading the container, the CCP maintains consignor shipment unit integrity and uses a split shipment indicator (appendix C, paragraph 11.a.), as necessary.

**d. Preparing shipping documentation**

(1) Prior to sealing the SEAVAN, the CCP places a contents list (TCMD, listing, interpreted punch cards, ETM, etc.) in a waterproof envelope labeled "Load List". The envelope is securely attached to the inside of the SEAVAN loading door. Both consolidated and partial load lists are made when the SEAVAN is loaded for stopoff deliveries.

(2) The CCP adds necessary container information (van number, POE, and stopoff indicator) to the TCMDs received from the shipper for each shipment in the SEAVAN. (The port CCPs also convert the DI T\_0/T\_1 entries to T\_4.) The CCP then prepares a TCMD for the SEAVAN (DI T\_2/T\_9) as detailed in appendix D. The SEAVAN TCMD (DI T\_2/T\_9), along with the content TCMDs (DI T\_3 /T\_4 and applicable T\_5 through T\_9) provide comprehensive information on the SEAVAN and its contents. Together they are the source documents for preparation of the ocean manifest.

(3) A TCMD or other document containing TCMD data is prepared by the CCP for SEAVAN shipments moving to a WPOE under terms of the MSC Container Agreement and Rate Guide (reference p). Preparation instructions are outlined in appendix D, paragraph 3.b. The CCP, at a



minimum, maintains one signed copy to record acceptance by the original inland carrier. In addition, the CCP provides the inland carrier with at least two copies of the document. The inland carrier gives one of his copies to the ocean carrier's representative (e.g., gate guard, checker) when delivering the SEAVAN to the carrier's container yard.

(4) When the container must be moved to the POE by a negotiable document, the CCP prepares a CBL or GBL. Bill of lading includes the SEAVAN TCN, TCN for each shipment unit, and the complete van and seal numbers. The detailed procedures for completing and distributing the bill of lading are contained in the DTMR (reference j) for CONUS and in appropriate theater directives overseas.

(5) When a container carrying classified materiel, certain hazardous materiel, or RU quantities of inert components is shipped by an inland CCP, the CCP sends a REPSHIP to the next transshipper, e.g., WPOE. The REPSHIP is sent by ETM (or telephone confirmed by ETM) as soon as possible to ensure its receipt before the shipment. Complete details on REPSHIP procedures are contained in chapter 2, paragraph B.4.e.

(6) The inland CCP completes rp 15-17 of the intransit data format (DI TK4) received for GBL shipments. Details for completing and forwarding the intransit data are contained in appendix L. Port CCPs process the intransit data as detailed for POEs in paragraph C.2.d. (3) (b).

e. Moving the container to the POE

(1) The CCP coordinates directly with the ocean carrier's agent for pickup of full containers as indicated in the ETR instructions.

(2) The linehaul or drayage of containers is generally specified by the OCCA under the terms of the MSC Container Agreement and Rate Guide (reference p). The service is provided by ocean carriers through interline agreements with commercial linehaul carriers. Other alternatives for linehaul or drayage which may be used (when indicated in the ETR) include using organic equipment and commercial tariffs, tenders, or other contracts

(3) Upon release of the container for delivery to the POE, the CCP submits complete advance TCMDs for the container to the WCA or OCCA. The advance TCMD is the notification to the OCCA and terminal that the container is stuffed and enroute to the POE. In addition, the TCMD ties together the SEAVAN TCN, the SEAVAN serial number, and the SEAVAN contents.

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**f.** Holding, diverting, and tracing shipments are all actions in which the CCP may be involved due to irregular or interrupted movement of cargo in the DTS. In addition to the instructions below, formats for documenting these actions are detailed in appendix M.

**(1)** The CCP may hold and/or divert a shipment at the request of the sponsoring Service or for such reasons as an embargo. The hold is intended to be brief and only long enough for the CCP to receive diversion/disposition instructions from the sponsoring Service or clearance authority. As an exception to blanket holds placed on shipments during mass cancellation conditions, shipments with "555" in the RDD field (rp 54-56) are not held, but processed through the POE in accordance with the transportation priority on the TCMD.

**(2)** A transportation diversion is normally limited by cost, but may be a change of mode (e.g., from water to air), a change of destination, and/or a change of route.

**(a)** Once the shipment has left the shipper, the cost of handling normally limits diversion (or hold) authorization. In addition, after leaving the shipper, only complete shipment units are diverted; i.e., individual line items are not removed from multiple line shipment units nor is a shipping container removed from a multicontainer shipment unit with one TCN.

**(b)** After a shipment has reached the CCP, a diversion between modes normally occurs only as a result of a change in the urgency of need. Such a change may result in a planned surface shipment being moved by air and is coordinated by the applicable clearance authority or booking office.

**(c)** A diversion to a different consignee or destination may result from conditions such as:

- 1 Strikes, national disturbances, or acts of God.
- 2 Supply cancellations.
- 3 Terminations of projects.
- 4 Changes in logistics buildup.

5 Modification of permanent change of station orders authorizing personal property shipments.

6 Change in the receiving locations for mobile units.

(d) A diversion in the route of a shipment occurs within a particular mode (i.e., air or water) and is usually directed and coordinated by the clearance authority or booking office.

(3) Shipment tracing through MILSTAMP allows the requesting or receiving activity to use modified supply system data to locate a shipment in the transportation system. While tracing assistance is normally obtained from the clearance authorities, the CCP may occasionally be asked for transshipping data. The CCP responds to such requests by providing all available information. The formats used for tracing are detailed in appendix M.

g. If a discrepancy occurs in a shipment after it leaves the CCP and information is needed to process a possible claim, the CCP receives a request for information in the form of a TDR. Complete instructions on processing and distributing TDRs are contained in the joint publication AR 55-38/NAVSUPINST 4610.33C/AFR 75-18/MCO P4610.19D/DLAR 4500.15 (reference q). Additional instructions for use overseas may be contained in applicable theater publications.

h. After completing a shipment, the CCP maintains records detailing the actions undertaken and including a TCN cross-reference file between shipment units and SEAVANs. Various Service publications detail the length of time and method for keeping such files.

**SECTION C. PORT OF EMBARKATION (POE) INCLUDING INTRACOUNTRY AIR AND WATER DTS TRANSSHIP PORTS**

**1. General**

a. POEs are authorized points where shipments leave a country, either the United States or a foreign country. A POE may be for shipments by either air (APOE) or water (WPOE).

b. Other ports which process DTS transshipments that do not leave the country (e.g., QUICKTRANS or the theater interport portion of an international shipment) follow the same MILSTAMP requirements. For simplicity of explanation, these intracountry DTS transshipments are included with the procedures for POEs (and also PODs).

c. Common-user military water terminals (and military sponsored shipments transshipped through commercial terminals) in CONUS and at selected overseas locations are operated or managed by MTMC. At other locations, the theater commander provides for water port operation. The QUICKTRANS air systems are managed by NAVSUPSYSCOM. AMC operates or arranges operation of air terminals serving AMC channels flown by scheduled AMC aircraft. Aerial ports that are not operated by AMC are provided by the branch of Service that operates them.

d. At CONUS AMC APOEs, the **Customer Service Branch (CSB)** works with the APOE to ease completion of the transshipment. The **CSB**, an element of **AMC**, provides the following services:

(1) Performs necessary coordinating action with AMC terminal operators to ensure orderly flow of cargo.

(2) Represents the sponsoring Services at the AMC aerial ports in CONUS.

(3) Changes precedence of movement of specific shipments as requested by sponsoring Service **ACA**.

(4) Responds to sponsoring Service requests for assistance in tracing, special handling, or shipment status reports.

(5) Ensures timely processing of unscheduled or frustrated traffic.

(6) Monitors cargo movement through the ports and advises the ACAs of any condition affecting orderly and expeditious flow of cargo through the aerial ports.

(7) Reports shipment discrepancies to sponsoring Service ACAs and coordinates resolution with the ACA and AMC.

(8) Reports shipments arriving at the APOE without advance TCMD data by coordinating with the appropriate sponsoring Service ACA.

(9) Reports all FMS shipments frustrated by the air terminal to the appropriate ACA for clearance coordination.

(10) Performs, or arranges performance of, inspection and acceptance of vendor supplied materiel at the APOE in accordance with ACA direction.

(11) Arranges for diversion of cargo, including necessary repacking and certification of diverted hazardous materials, in accordance with ACA directions.

## 2. Procedures

### a. Receiving the shipment

(1) Individual shipments arrive at POEs by land, air, or water and are usually accompanied by the appropriate TCMD data. This paragraph details receiving procedures for shipments arriving by land (or a non-DTS mode); DTS air and water arrivals are detailed in section D.

(2) The TCMD data for each shipment should have been provided to the POE through the clearance authority or booking office. This data is used to plan receipt and schedule processing consistent with the TP and RDD. The port uses any available data and the assistance of the shipper, sponsoring Service, and clearance authority to prepare documents for shipments arriving without TCMDs. In all cases, the sponsoring Service is notified, by the clearance authority or HQ AMC of the late or inadequate submission of documentation, including TCMDs. (TCMD submission standards are detailed in chapter 2, figures 2-B-3 and 2-B-5.)

(3) When a shipment discrepancy (overage, shortage, or damage is discovered, the POE documents and reports the discrepancy according to the requirements of joint regulation AR 55-38, et al. (reference q). Prior to forwarding damaged shipments, the POE coordinates with the shipper, receiver, and/or sponsoring Service to ensure

proper disposition of the materiel. Reconditioning, remarking, repacking, and similar services necessary for safe onward movement are provided by the POE. If the shipment was not prepared by the shipper according to military standards (except marking), the POE obtains either a fund citation to correct the deficiency (unless such costs are incorporated in other handling charges) or disposition instructions from the sponsoring Service. The POE reports inadequate shipment preparation according to the requirements of joint regulation DLAR 4140.55, et al. (reference r).

(4) The POE completes TCMDs by correcting or entering missing information. TCMDs with estimated entries are corrected by adding actual pieces, weight, and cube. The shipment receipt date (including GMT hour at air terminals) is recorded either on the TCMD or other appropriate receiving document for ready reference. CONUS WPOEs also enter vehicle identification data on TCMDs (additional DI TV5 entries created by the terminal) for multiple vehicle shipments.

(5) By completing receipt data and reporting it to the clearance authority or booking office, the POE clears the advance TCMD expected receipt file. Any shipment not received at (or offered for delivery to) the POE by the end of a specified period following the ETA is also reported to the clearance authority. The late or nonreceipt is reported as follows:

<u>Type of shipment</u>	<u>Report if not received within</u>
Air shipments documented for Expedited Handling	1 day following ETA
All other air shipments	5 days following ETA
All water shipments	15 days following ETA

(6) Questionable, erroneous, or missing TACS

(a) When the TAC for a shipment unit is questionable, erroneous, or missing, the POE notifies the appropriate sponsoring Service/Agency representative of the error in accordance with local procedures. The sponsoring Service/Agency is determined by the first position of the TAC for personal property and unit move shipments or the first position of the consignee DoDAAC for all other shipments.

(b) Corrections are provided by the sponsoring Service/Agency representative within 5 working days of notification. A nonsignificant TAC (\_000) is assigned in accordance with DoD 4500.32-R, Volume

I. For Navy-sponsored shipments, a nonsignificant TAC is only assigned in accordance with DoD 4500.32-R, Volume II, chapter 7, paragraph 1.8.(3).

b. Planning for loading

(1) Receipt information and, at WPOEs, advance TCMD data are used for planning the loads to be lifted from POEs. In general, shipments are processed on a first-in, first-out basis within the assigned transportation priorities. Priorities may be commingled and processed according to pallet, module, conveyance.

(2) The load planning process is designed to make the most efficient use of space consistent with the safe operation of aircraft and vessels. Preload planning minimizes ground or onberth time. For both air and water, planning considers the capabilities of the conveyance, the weight and dimensions (configuration) of the individual pieces, the perishability of the cargo, and the compatibility of shipments.

(3) The port makes the necessary plans in coordination with the clearance authority/booking office and the carrier.

(a) Air terminals work with the AMC, the ACAs, and the aircraft crew to ensure planning is complete prior to loading.

(b) Water terminals work with MSC, the booking office/clearance authority, and the representatives (including crew) of the vessel operator. Planning, called prestowage planning, is done for all breakbulk ships whether they are MSC controlled or arranged.

1 The Military activity responsible for the water terminal prepares the prestowage plan when MSC controlled shipping is used. When cargo is to be loaded on an MSC arranged commercial ship, the booking office/OCCA coordinates the preparation and implementation of prestowage plans with the commercial operator. MSC representatives solve any problems which may arise between the booking office/clearance authority and the commercial operator in preparation of the plans.

2 The ocean terminal or booking office provides the carrier with berth space planning information at least 72 hours (excluding Sundays and holidays) before the ship's onberth date. The planning information provided also includes the specific location, dimensions, and total cube of the available stowage space as provided by the vessel operator. In turn, the commercial operator confirms the hour/day the ship will be available for loading.

c. Loading the shipment. Both aircraft and vessels are loaded according to standard practice for the type of conveyance. To assist in maintaining shipment integrity, multiple piece shipment units are stowed together, i.e., block stowed, when reasonably possible. Any split stowage necessary is documented by use of the TCN split shipment codes as detailed in appendix C, paragraph 11.

d. Preparing shipping documentation

(1) After loading, a final plan showing the location of cargo on the aircraft or ship is prepared.

(a) For air shipments, a load/sequence breakdown worksheet is prepared by the aircraft load planner. The worksheet is used to document the location of cargo/mail/passengers aboard the aircraft and as a supportive document for preparing the DD Form 365-4, Weight and Balance Clearance Form F, or civilian equivalent.

(b) For water shipments, the cargo stowage plan is prepared by the military water terminal operator for breakbulk vessels. Cargo stowage plans need not be prepared by the military when cargo is loaded and discharged at commercial terminals and transported under MSC Shipping Contract/Shipping Agreement/Container Agreement, berth term tariff, berth term reduced rates, or TGBL SEAVAN arrangements. On a LASH/SEABEE vessel, the last four digits of the barge number are considered a stow location and no internal stowage plans are required for cargo in the barge.

1 The cargo stowage plan includes:

a A graphic representation of the cargo onboard by tonnage (LT and MT), location, and WPOD. Cargo stowed in lower holds is shown in side view while that stowed on deck and between decks is shown in top view.

b A summary by hatch location of cargo to be discharged at each port.

c A summary and location of heavy lifts.

d The capacity and location of the ship's booms.



e Vessel characteristics.

f Remarks on special items of cargo such as the location and quantity of mail, cargo of unusual value, protected cargo, etc.

2 The plan is used for loading and discharge at each subsequent port. It is a cumulative plan and shows all cargo on board regardless of loading port. When vessels load or discharge at more than one port on a voyage, each terminal prepares and distributes the required number of plans to all subsequent terminals, their representative MSC activities and area commanders, and (for MTMC CONUS ports) the MTMC area command regardless of whether loading and/or discharging is planned at those ports. Complete distribution instructions are detailed in figure 3-C-11.

(2) A manifest listing the cargo loaded on each aircraft or vessel is prepared by the POE or its clearance authority. The information contained on each TCMD provides the basis for preparing the manifest with the terminal operator adding necessary loading detail. The manifest, prepared in TCMD format (either automated or on a DD Form 1384) or in the manifest format (either automated or on a DD Form 1385), is used to verify delivery of cargo, support billing for services, and to justify claims resulting from cargo discrepancies. Manifest documents are unclassified except when the sponsoring Service indicates a need for security classification. When classified, manifests are processed in a manner consistent with DoD 52001-R (reference b). For water shipments, the cargo traffic message indicates the security requirements.

(a) For air shipments by AMC or QUICKTRANS, the air cargo manifest is prepared as detailed in this subparagraph as well as regulations and instructions issued by the air system sponsor. Specific instructions for completing document entries on AMC air manifests are detailed in figure 3-C-3.

1 When preparing air manifests, the APOE:

a Completes separate manifests for cargo and mail. Each manifest prepared is assigned a separate air cargo manifest reference code as detailed in appendix F1.

b Groups palletized (463L aircraft pallets) shipment unit data under a separate pallet header within each manifest.

c Arranges nonpalletized (463L aircraft pallets) shipment unit data in TCN sequence within each manifest.

d Lists palletized (463L) shipment unit data first when the total aircraft load consists of both palletized and nonpalletized cargo on a single manifest reference number.

e Ensures punch cards (for automated processing) are sorted and secured into the same order as the manifest they accompany.

f Prepares a manifest correction (automated record or manual DD Form 1384/DD Form 1385) upon discovery of a significant error (e.g., incorrect pieces, weight, or cube). The corrected manifest punch cards with a "12 zone" overpunch in the priority field (rp 53) or a copy of the corrected manifest page(s) prominently marked "Corrected Manifest" are promptly forwarded to the destination air terminal (APOD).

2 The APOE distributes the manifest to ensure its receipt by the time of aircraft arrival. A copy of the manifest is sent with the aircraft whenever feasible and also transmitted to the APOD when communications facilities permit timely transmission and receipt. In addition, the APOE sends a copy of the manifest or other similar lift data to the ACA.

(b) For water shipments in the DTS, a manifest complete with a variety of related documents is prepared by the ocean manifesting activity and/or the loading terminal. These manifest documents include the actual manifest, manifest recapitulation, manifest summary, and the cargo traffic message. In addition, a bill of lading is prepared when DoD cargo is transported by common carrier ocean service and not arranged under a MSC Shipping Contract, Shipping Agreement, or Container Agreement.

1 The ocean cargo manifest is prepared by the WPOE or, in CONUS, by MTMC. A manifest is prepared for each WPOD and segregated according to the type of vessel or loading method. In addition, hazardous materials and dunnage/lashing gear are listed separately. These segments are described below. Complete instructions for preparing the ocean cargo manifest are provided in figure 3-C-5 with distribution outlined in subparagraph f below and detailed in figure 3-C-11.

a A breakbulk vessel manifest is separated by:

(1) Service or Agency (identified by the first position of the ultimate consignee).

(2) Stowage location by hatch (see appendix F16).

(3) Consignee (one per page).

b A container (SEAVAN) vessel manifest is separated by:

(1) Service or Agency (identified by the first position of the SEAVAN consignee).

(2) SEAVAN consignee (one per page).

(3) SEAVAN service code (as explained in appendix C, paragraph 10, TCN position 15 and 16).

c A LASH/SEABEE vessel manifest is separated by:

(1) Barge number (one per page).

(2) Service or Agency (identified by the first position of the ultimate consignee).

(3) Consignee (one per page).

d Hazardous Material is listed on a separate page for each WPOD. The listing is prepared by the military terminal operator for cargo transiting military terminals and by the commercial terminal operator for shipments over commercial piers.

(1) In addition to other elements of data required by MILSTAMP, this "Dangerous Cargo List (or manifest)" includes the official number (or IRCS) and nationality of the vessel as provided by the booking office. The manifest is certified as accurate in accordance with the requirements of 49 CFR (reference m).

(2) Inert component parts and, except as detailed in paragraph C.2.d.(2)(b)1d(3) of this chapter, ORM-D materiel are not included in the hazardous material section of the manifest. Both are manifested as general cargo using the applicable commodity codes.

(3) Consumer Commodities, ORM-D, loaded on to a vessel at a military pier are documented in a separate section of the manifest, unless other materiel in the SEAVAN/MILVAN requires inclusion in the hazardous material section. The ORM-D section of each copy of the manifest placed on the ship is prominently identified on the section cover sheet by the following statement: "ORM-D Hazardous Materials of Various Classes in Small Receptacles, Commodity Code 70D. IMO Competent Authority Certification(s) - USA/Numbers(s) attached."<sup>1</sup>

e Government-owned dunnage and lashing gear, complete with distribution instructions, are listed on the recapitulation for each POD.

f The manifesting activity establishes procedures for manifest distribution to support MILSTAMP requirements.

(1) Manifests are normally distributed in automated record format. If lack of facilities for sending and/or receiving manifests in automated record format or other circumstances preclude such transmission, the manifesting activity, clearance authority, and WPOD develop alternative arrangements.

(2) Regardless of the method of transmission, the manifesting activity establishes procedures to ensure the manifest is received by the WPOD as early as possible before the vessel arrives. Manifests for destinations with the shortest sailing times are given priority.

If transit time to the  
first WPOD is:

7 days or less

8 days or more

The manifest is forwarded within:

72 hours of vessel departure from the  
WPOE

5 days of vessel departure from WPOE

If distribution of the manifest is delayed so that it will not arrive before the vessel, the manifesting Agency provides the clearance author-

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<sup>1</sup> A copy of each certification is attached immediately behind the section cover sheet. The terminal operator makes provisions for providing the commercial vessel operator with a copy of the certification for SEAVANS/MILVANS loaded over a commercial pier.

ity and WPOD (by ETM), the firm date/time the manifest will be transmitted.

(3) To allow a vessel to sail without waiting for complete manifest documents including the Recapitulation and Summary, the WPOE places vessel papers onboard. Vessel papers are used to satisfy port clearance requirements and include TCMD data such as destination, commodity, TCN, pieces, weight, cube, stow location, voyage number, vessel name, and sailing date. A dangerous cargo (hazardous materials) list is also included when applicable. Neither vessel papers nor cargo manifest documents are placed on board commercial vessels engaged in common carrier trade and loaded at commercial piers.

2 The ocean manifesting activity issues a manifest adjustment whenever an error or omission is discovered in an already dispatched manifest. Changes in vessel data contained in the manifest header and additions of discharge ports are made to all manifest addressees by message instead of complete retransmission of the entire manifest. All other manifest adjustments are made by one of three methods - supplement, deletion, or correction. The type of adjustment is identified in the manifest adjustment header data as explained in paragraph C.2.d.(2)(b)2d. All adjustments are sent as soon as practicable to the same addressees and by the same method as the original manifest. Distribution instructions are detailed in figure 3-C-11 and examples of adjustments are shown in figure 3-C-6.

a Manifest supplements are issued to add to the manifest complete consolidation containers (DI T\_K or T\_L), with the entire contents (DI T\_M), as well as individual shipment units not loaded into a consolidation container (DI T\_J). (For adjustments to the contents of consolidation containers see paragraph C.2.d.(2)(b)2c.) The manifest supplement contains all prime and trailer data for the added shipment units or consolidation containers which were lifted, but not manifested. The manifest adjustment header data is prepared as detailed in paragraph C.2.d.(2)(b)2d.

b Manifest deletions are issued to remove from the manifest complete consolidation containers (DI T\_K or T\_L), including contents (DI T\_M), as well as individual shipment units (DI T\_J). The manifest deletion contains only the prime data entries for the shipment units or consolidation containers which were manifested, but not lifted. The entries are identical to those on the original manifest except for a "zero zone" overpunch in rp 53. On the manual manifest, this "zero zone" overpunch is shown in the TP entry as "/" for TP-1, "S" for TP-2, or "T"

for TP-3. The manifest deletion header data is prepared as detailed in paragraph C.2.d.(2) (b) 2d.

c Manifest corrections are issued to change manifested information about any shipment unit or to add/delete a shipment unit to/from a previously manifested consolidation container. The manifest correction header data is prepared as detailed in paragraph C.2.d.(2) (b) 2d.

(1) For breakbulk shipment units or the prime data on a consolidation container, the correction is made by submitting the old manifest data with an "11-zone" overpunch in rp 53 followed by the new manifest data with a "12-zone" overpunch in rp 53. On the manual manifest, these overpunches are shown as follows: 11-zone, "J" for TP-1, "K" for TP-2, "L" for TP-3; 12-zone, "A" for TP-1, "B" for TP-2, "C" for TP-3.

(2) When correcting information about the contents of a consolidation container, a "dummy" entry is also made for the container itself. In this container "dummy" entry the pieces, weight, and cube (rp 68-80) are left blank and a 12-zone overpunch is entered in rp 53. The change in the content information is then made in the same manner as described in subparagraph (1) above.

d Manifest header data (DI TAJ) is prepared separately for each type of adjustment and for each WPOE/WPOD voyage combination. Multiple adjustments of the same type are grouped under a single header for each WPOE/WPOD voyage combination. The types of adjustment are identified by a letter code in rp 4 followed by the last digit of the calendar year in rp 5 and the three digit day of the year code in rp 6-8. On the manual manifest, this five position identification is included before the voyage number entry in the "Voyage Document Number" block. The following table explains the entry to be made:

<u>Type of adjustment</u>	<u>rp 4</u>	<u>rp 5-8</u>
supplement	S	year/day of year
deletion	D	year/day of year
correction	C	year/day of year

3 The ocean cargo manifest recapitulation is one use of the DD Form 1386. (Its other use, as a summary, is detailed in paragraph C.2.d.(2) (b) 4.) The recapitulation is a summation of all cargo tonnages loaded on one ship and is prepared for each manifest (including adjustments).

a For each WPOD, the recapitulation lists:

(1) The consignee Service/Agency.

(2) The number of long tons.

(3) The number of measurement tons.

(4) All heavy lifts (10,000 pounds or more), if any, including length, width, height, stowage location, and the ability of the ship's gear to discharge the item.

(5) Any mail including its stowage location.

(6) Any Government-owned dunnage and lashing gear, including disposition instructions.

(7) The terms of carriage explained in appendix F15.

(8) The number of SEAVANs/MILVANs grouped by:

(a) Terms of carriage.

(b) Type of SEAVAN.

(c) The Service/Agency of the SEAVAN consignee (i.e., the first position of the SEAVAN ultimate consignee DoDAAC).

b Whenever SEAVANs/MILVANs are transported in accordance with the MSC Container Agreement and Rate Guide (reference p) the following statement, signed by the designated administering contracting officer representative, is included on the copy of the recapitulation which is furnished to the MSC Area Command:

"This certifies that based on information provided to the (insert identity of the appropriate manifesting activity) by the ocean carrier pursuant to the Military Sealift Command Container Agreement and Rate Guide, all containers summarized on the manifest cover sheets were lifted on the vessel shown on the manifest heading."

c Distribution instructions are detailed in figure 3-C-11 and complete directions for completing the recapitulation are contained in figure 3-C-7.

4 The ocean cargo manifest summary is the second use of the DD Form 1386. (Its other use, as a recapitulation, is detailed in paragraph C.2.d.(2)(b)3.) The summary is a summation by TAC, of all cargo loaded in one ship and is prepared for each manifest (including adjustments).

a For each Service/Agency responsible for paying transportation charges, i.e., sponsoring Service/Agency, the summary includes the following, separately listed for each WPOD:

(1) A summation of the measurement tons of cargo grouped by TAC, including nonsignificant TACS (see subparagraph (3) below). Within each TAC grouping, the quantities (MT) are totaled by commodity group (see figure 3-C-8). Measurement tons are rounded to the nearest whole number; i.e., greater than 0.5 is rounded up, 0.4 or less is omitted.

(2) A separate summary of cargo loaded on deck.

(3) All shipments with nonsignificant TACS (explained in MILSTAMP, Vol II) listed with the valid TACS. Cargo summarized under a nonsignificant TAC, e.g., A000, is detailed on the last page of the summary by listing the related prime TCMD data (including the shipping activity). The Service finance office or, for the Navy, the NAVMTO representative at MTMCEA or MTMCWA, reconciles the TAC discrepancy.

(4) Whenever SEAVANs/MILVANs are transported in accordance with the MSC Container Agreement and Rate Guide (reference p), the same certification shown in paragraph 3.C.2.d.(2)(b)3b is included on the summary.

b Distribution instructions are detailed in figure 3-C-11 and complete directions for completing the Summary are contained in figure 3-C-8.

5 The military activity having jurisdiction over the loading terminal also prepares a cargo traffic message for all manifested shipments. The cargo traffic message is an advance notice that cargo is enroute to a particular WPOD.



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a When classified materiel is shipped, the loading terminal prepares a separate cargo traffic message identifying each classified shipment unit, its TCN, container or seal number, stowage location aboard ship, degree of classification, and any additional appropriate instructions. The message is not classified unless required by procedures implemented under DoD 5200.1-R, (reference b).

b Much of the information included in the cargo traffic message is provided to the loading terminal by the booking office/clearance authority. The information is supplied in sufficient time to allow inclusion in the message and includes:

(1) The commodities and measurement tons of cargo or, when applicable, the number of SEAVANS.

(2) The transshipment port(s).

(3) The ETA at each transshipment port and at the manifested WPOD.

(4) The responsibility for transshipment costs, i.e., carrier or Government.

(5) The name of each on carrying vessel or designation of overland mode if not by ship.

(6) The letters TBN when the name of transshipment vessel(s) is(are) not yet known or designated. When the vessel(s) is (are) identified, or when another vessel is substituted, or when it is determined after shipping that the cargo will be transshipped, the ocean booking agency sends a supplemental message to notify all addressees of the original cargo traffic message.

c After vessel sailing, the loading terminal dispatches the cargo traffic message according to the following schedule:

<u>When the vessel transit time is</u>	<u>The Cargo Traffic Message is dispatched within</u>
0 to 72 hours	24 consecutive hours <sup>2</sup>
3 to 12 days	48 consecutive hours <sup>3</sup>
12 days and over	3 workdays

<sup>†</sup> d Complete instructions for preparing the cargo traffic message and the information the message includes are detailed in figure 3-C-9. Distribution instructions are shown in figure 3-C-11.

e While not part of the cargo traffic message, the loading terminal also provides sailing information to household goods (Code 5) carriers or their agents. The notification is made as soon as possible after vessel departure and prior to vessel arrival at the WPOD. The loading terminal provides the following information:

- (1) Sponsoring member's name and grade
- (2) Shipment unit TCN
- (3) SEAVAN number, if applicable
- (4) Vessel name and voyage document number
- (5) Sailing date
- (6) WPOD

6 A bill of lading (either a GBL or CBL) is prepared to document ocean transportation of DoD cargo by common carrier ocean service which is not arranged and paid for under an MSC Shipping Contract, Shipping Agreement, or Container Agreement.

a The bill of lading is a contract document between the Government and the carrier and provides a means for the

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<sup>2</sup> May be sent by telephone or other means mutually accepted by the POE.

<sup>3</sup> When a weekend or nonworkday is involved, the cargo traffic message may be dispatched the next workday if its receipt by the affected ports is assured 3 days prior to the ETA of the vessel.

carrier to be paid for the service performed while accounting for the cargo shipped.

(1) Ocean transportation by common carrier is normally limited to movement of the cargo from the ocean terminal (or end of the ship's tackle) at the WPOE to the similar point at the WPOD. Movement to the loading terminal or delivery beyond the discharge terminal is usually excluded from the common carrier ocean transportation contract. If the ocean carrier is to perform such additional service, as indicated in the cargo clearance order issued by the booking agency, the activity preparing the bill of lading includes the statement: "Through shipment from (insert origin point) to (insert destination point) by ocean carrier." Stevedoring and terminal services may or may not be included in the ocean freight rate depending on the shipment terms and the custom of the port. Other entries included on the bill of lading are indicated in figure 3-C-10 and subparagraph (2).

(2) For SEAVAN shipments made under the MSC Container Agreement, the MSC Form 4612/1, Clearance/Shipping Order, together with the DD Form 1385, Cargo Manifest, form the contract of carriage and incorporate the provisions of the container agreement. No bill of lading is prepared for such shipments unless part of the movement is arranged or paid for by the Government directly (not by the ocean carrier). This responsibility for payment is indicated by the SEAVAN service code in position 15 of the SEAVAN TCN (see appendix C, paragraph 10).

(a) If the origin service code (position 15) is "K," indicating the ocean carrier's responsibility begins at the ocean terminal, the activity responsible for shipping the SEAVAN issues a bill of lading for the inland linehaul or drayage of the SEAVAN. The preparing activity includes in the bill of lading: the SEAVAN TCN (assigned by the clearance authority or booking office), the TCN of each shipment unit in the SEAVAN, and the full van and seal numbers. The bill of lading is distributed as detailed in the DTMR (reference j) or applicable theater directives.

(b) If the origin service code (position 15) is L, M, or 1-9, indicating the inland movement to the WPOE is the responsibility of the ocean carrier, the activity responsible for the SEAVAN does not issue a bill of lading. Instead of a bill of lading, the activity prepares a manual TCMD (DD Form 1384) or (from vendors) similar nonnegotiable document. The document includes the SEAVAN prime data with seal and van number and is prepared/forwarded as detailed in chapter 2,

paragraph B.2g. The activity retains a signed copy to record acceptance by the origin carrier.

(3) Regulations applicable to the use of GBLs, conversion of CBLs to GBLs, and issuance of certificates in lieu of lost GBLs are contained in Title 41 Code of Federal Regulations (reference u), chapter 101-41 and Federal Property Management Regulation 101-41 (reference w).

b When a bill of lading is required, the GBL is the usual document prepared. (The GBL addressed here is for ocean shipments charged directly to the Government by the ocean carrier. Not included in this explanation are shipments arranged by and paid through freight forwarders or any party other than the Government, i.e., shipments arranged with other than an ocean carrier for through movement under a through service tender.)

(1) The activity offering the cargo to the booking office ensures the GBL is prepared. The information included on the GBL is detailed in subparagraphs (2) and (3) below and in figure 3-C-10. The preparing activity provides the original GBL to the carrier or his agent and annotates all copies (including the original) with the statement "Original furnished ocean carrier." Complete distribution instructions are shown in figure 3-C-13.

(2) When cargo is booked for transportation at the carrier's tariff rate, as used by the general public, the GBL must contain a precise description of each item to ensure application of the correct rate. This detail is also necessary when the rates charged are based on the carrier's tariff, e.g., "Carriers tariff rates less %." In either case, the complete noun nomenclature for each commodity shipped is included on the GBL (or continuation sheet). MILSTAMP manifests are also prepared and distributed for such shipments, but are not substituted for the required full noun description on the GBL (or continuation sheet).

(3) When cargo is booked for transportation at MSC negotiated rates (e.g., on the basis of terms in the MSC Shipping Contract, Shipping Agreement, Container Agreement, or other basis not requiring a detailed description of cargo), MILSTAMP manifest data is adequate for movement and payment. In this case, the GBL contains the description of cargo provided by MILSTAMP documents. The MILSTAMP manifest is prepared and a copy of it, identified with the GBL number and cross-referenced on the GBL, may be substituted for the GBL continuation sheet.

(4) The carrier requests payment for transportation services 30 days after the cargo is loaded at the WPOE or when the vessel arrives at the WPOD, whichever is earlier. The carrier uses the SF 1113, Public Voucher for Transportation Charges, for billing and annotates, on its face, either the date that the shipment was loaded at the WPOE or arrived at the WPOD. For payment and accounting control, the carrier complies with any reasonable numbering system established by each involved agency.

(5) When processing GBLs for payment, the Government does not require the carriers to support their billing with a consignee certificate of delivery nor is payment subject to prior receipt of the cargo outturn message or report. However, the Government will not waive the right of preaudit of charges where such action is in the best interest of the Government. GBL shipments are subject to the terms and conditions printed on the reverse side of the GBL and payments may be adjusted when cargo is lost, damaged, or not delivered to the address on the GBL.

c A CBL is prepared when a bill of lading is required and when a GBL is not available, an overseas activity is not authorized to prepare a GBL, or a U.S. flag ship is not available and a foreign carrier refuses to accept a GBL.

(1) The ocean carrier issues the CBL on a basis of either freight prepaid (charges payable upon loading at the WPOE) or freight collect (charges payable upon cargo delivery). In either case, unless the CBL is convertible to a GBL, the ocean charges are earned and payable once the cargo is loaded aboard the vessel. The information included on the CBL is detailed in subparagraphs (2) and (3) below and in figure 3-C-10. Complete distribution instructions are shown in figure 3-C-12. The carrier also endorses all copies of the CBL with the following statement:

"In witness whereof, the master or agent of said vessel has signed (insert number) bills of lading as of this tenure and date, and if one is accomplished the others shall be void."

(2) Unless the CBL is used because a foreign carrier refuses to accept a GBL, the carrier endorses the CBL (original and all copies) with the statement "To be converted to a Government Bill of Lading." The CBL is then processed as follows:

(a) The carrier forwards the convertible CBL, whether prepaid or collect, to the clearance authority serving the WPOE unless directed otherwise during the booking process.

(b) The clearance authority, in turn, verifies and certifies (on the CBL) the accuracy of the information ensuring it is complete, prepares and distributes MILSTAMP manifest documents, and forwards the CBL to the receiving activity at the WPOD.

(c) The receiving activity at the WPOD prepares the GBL, securely attaching it to the first original CBL, and cross-referencing both to indicate the conversion has been made. After ensuring the rates, terms, and conditions of ocean shipment, shipping order number, and MSC paying command are cited on the GBL; the receiving activity surrenders the unaccomplished original to the ocean carrier (or their agent). In addition, the WPOD sends one copy of the GBL, with the converted CBL, to the MSC paying command.

(3) When a CBL is used because a foreign carrier refuses to accept a GBL, the shipment is booked on a freight collect basis if possible. If the foreign carrier desires prepayment of ocean charges, the carrier annotates the CBL with the statement "Shipped on board." Whether collect or prepaid, the carrier prepares the CBL and, as directed by the booking activity, surrenders the CBL to the WPOE shipping activity for distribution. The booking office also instructs the carrier on the procedures for submitting invoices on the freight charges. The CBL is then processed as follows:

(a) The booking office or WPOE receiving the CBL from the carrier verifies and certifies (on the CBL) the accuracy of the information ensuring it is complete, prepares and distributes MILSTAMP manifest documents, and forwards the CBL to the receiving activity at the WPOD.

(b) The receiving activity at the WPOD accomplishes the first original CBL if the shipment is collect or the second original CBL if prepaid. The accomplished CBL is then returned to the carrier or their agent.

(c) The carrier or their agent either itemizes on the CBL any cargo discrepancies or annotates on the CBL that discrepancies exist and will be detailed by the DoD activity preparing the cargo outturn reporting documents.

7 The final manifest document the WPOE prepares is the CORM.

a The WPOE receives the CORM from the WPOD. (The content of the CORM is detailed in paragraph D.2.b.(1)(b)1.) If the WPOE has not received the CORM within 22 calendar days following the vessel's ETA, the WPOE sends a message to the WPOD requesting the CORM.

b Within 10 days of the date of the CORM, the WPOE reconciles any discrepancies shown then prepares and sends the CORMR to the discharge activity that originated the CORM and to all addressees of the CORM.

c The CORMR contains the following information in the order indicated:

(1) Message subject: CORM REPLY.

(2) Line 1: Ports of loading and discharge in code and clear text; e.g., "1GC MOT BAYONNE JF1 BREMERHAVEN."

(3) Line 2: Vessel name(s) and voyage number as indicated in the CORM.

(4) Line 3 and as many additional lines as necessary, in columns with the following headings:

(a) ITEM (enter the item number from the CORM).

(b) TCN (enter the TCN from the CORM).

(c) DISPOSITION (Indicate the status of items reported in the overage or shortage section of the CORM; e.g., "SHIPPED ON VOY A1266," "INCLUDED IN MANIFEST SUPP NO 3," etc.).

(3) The POE also submits intransit data for use in measuring transportation performance in the movement of MILSTRIP shipments. The responsibilities for intransit data preparation vary at different types of POEs. General requirements are listed below with specific instructions detailed in appendix L.

(a) Other intracountry airlift terminals:

1 Complete intransit data with DI TK4 for shipments received on GBLs for onward movement.

2 Initiate or complete intransit data with DI TK1/TK2, as applicable, for each shipment unit received.

(b) MTMC area commands/WPOEs and HQ AMC:

1 Prepare receipt and lift data with DI TK7 for all shipment units (except mail from postal concentration centers) manifested from CONUS to overseas destinations. Reports on MSC shipments include the date the vessel arrived at the overseas WPOD as determined from the CORM.

2 For materiel received, enter on intransit data formats with DI TK4/TK7 the day the shipment was received or offered for delivery by the carrier, whichever is earlier.

e. Holding, diverting, and tracing shipments are all actions in which the POE may be involved due to irregular or interrupted movement of cargo in the DTS. In addition to the instructions below, formats for documenting these actions are detailed in appendix M.

(1) The POE may hold and/or divert a shipment at the request of the sponsoring Service or for such reasons as an embargo. The hold is intended to be brief and only long enough for the POE to receive diversion/disposition instructions from the sponsoring Service or clearance authority. As an exception to blanket holds placed on shipments during mass cancellation situations, shipments with "555" in the RDD field (rp 54-56) are not held, but processed through the POE in accordance with the transportation priority on the TCMD.

(2) A transportation diversion is limited by cost, but may be a change of mode (e.g., water to air), a change of destination, and/or a change of route.

(a) Once the shipment has left the shipper, the cost of handling normally limits diversion (or hold) authorization. In addition, after leaving the shipper, only complete shipment units are diverted, i.e., individual items are not removed from multiple line shipment units nor is a shipping container removed from a multicontainer shipment unit with one TCN.

(b) After the shipment has reached the POE, a diversion between modes normally occurs only as a result of a change in the urgency



of need. Such a change may result in a planned surface shipment being moved by air and is coordinated by the applicable clearance authority.

(c) A diversion to a different consignee or destination may result from conditions such as:

- 1 Strikes, national disturbances, or acts of God.
- 2 Supply cancellations.
- 3 Terminations of projects.
- 4 Changes in logistics buildup.
- 5 Modification of permanent change of station orders authorizing personal property shipments.
- 6 Change in the receiving locations for mobile units.

(d) A diversion in the route of a shipment normally occurs within a particular mode (i.e., air or water) and is usually directed and coordinated by the clearance authority or booking office.

(3) Shipment tracing through MILSTAMP allows the requesting or receiving activity to use modified supply system data to locate a shipment in the transportation system. While tracing assistance is normally obtained from the clearance authorities, the POE may occasionally be asked for shipping data. The POE responds to such requests by providing all available information. The formats used for tracing are detailed in appendix M.

f. After completing a shipment, the POE maintains records detailing the actions undertaken. Various Service publications detail the length of time and method for keeping such files.

**Air Manifest Header Data Entries**

Record Posi- tion	DD Form 1385 block	Procedure
1-3	(9)	Enter TAA.
4-8	(1)	Enter carrier abbreviation; e.g., AMC, etc. Precede carrier abbreviations with zeros. On automated formats, the APOD enters hour/day cargo is received in rp 6-8 (appendix F7).
9-14	(2)	Enter the aircraft tail number.
15-17	--	Enter GMT hour/day code to indicate time/date of flight departure (appendix F7).
18-21	(3)	Enter aircraft model and series number, e.g., 141B, 005B (for A C5), and 0080 (for DC 8).
22-23	--	Leave blank.
24-26	(4)	Enter air terminal code (appendix F4).
27	--	Mode Code (appendix F13).
28-29	(5)	Enter manifest reference code (appendix F1).
30-44	(6)	Enter in-the-clear destination.
45-47	--	Enter GMT hour/day code (appendix F7).
48-59	(7)	Enter mission number assigned by aircraft controlling agency in rp 48-56 and enter the julian date of rp 57-59.
60-62	(8a)	Enter air terminal code for manifesting station (appendix F4). APOD enters hour/day cargo received.

**Figure 3-C-1**

**Air Manifest Header Data Entries**

63	(8b)	Enter last digit of fiscal year.
64	(8c)	Enter type manifest; e.g., "C" for cargo, "M" for mail.
65-69	(8d)	Enter last five digits of manifest number, if less than five numbers precede with zeros.
70-75	--	Enter total cargo weight.
76-80	--	Enter total cargo cube.

**Figure 3-C-1 (Cont.)**

**Air Cargo Pallet Header Entries DD Form 1385 or Automated Format**

Record Posi- tion	DD Form 1385 block	Procedure
1-3	(9)	Enter TAB.
4-5	(10)	The air terminal enters a two digit alphanumeric pallet designator. The letters I and O and the numeral 0 will not be used in these record positions.
6-8	(11)	Enter GMT hour/day of oldest piece of cargo on the pallet (appendix F7).
9-12	--	Air terminal enters local bay location. Otherwise leave blank.
13-14	--	Leave blank.
15-17	(12)	Enter GMT hour/day code pallet leaves APOE (appendix F7).
18-19	(13)	Leave blank.
20	(14)	Enter the air dimension code (appendix F3).
21-23	--	Enter air terminal identifier code (appendix F4).
24-26	(15)	Enter air terminal identifier code (appendix F4).
27	(16)	Enter mode/method for pallet from APOE (appendix F13).
28-29	--	Enter manifest reference code from manifest header entry.
30-35	(17)	Enter DoDAAC of activity that loaded the pallet if other than air terminal.

**Figure 3-C-2**

**Air Cargo Pallet Header Entries DD Form 1385 or Automated Format**

36-39	--	Enter four digit date code (appendix F7).
40	--	Enter "L" to indicate 463L pallet.
41-43	--	Enter serial number assigned by pallet loading activity other than air terminal.
44-45	--	Enter one of the following: BC for belly cargo LS for loose cargo PC for palletized cargo RS for rolling stock SD for cargo on skid T_ for pallet train (second digit = number of pallets in the train)
46	--	Enter one of the following: G for general cargo M for mixtures of G and S S for cargo requiring special handling U for mail
47-52	(18)	Enter DoDAAC of ultimate consignee. Leave blank if more than one consignee.
53	(19)	Enter highest priority on the pallet.
54		Enter special priority, when applicable, otherwise leave blank:  N = NMCS/CASREP G = Green Sheet 9 = 999 F = FSS - Forward Supply System
55-57		Pallet height in inches.
58-60		Center of balance or pallet train.

**Figure 3-C-2 (Cont.)**

**Air Cargo Pallet Header Entries DD Form 1385 or Automated Format**

- 61 Tiedown:
- C = Chain, S = Straps, N = Net, or M = Mixture.
- 62-63 Number of equivalent pallet positions with assumed decimal point, e.g., 25 equals 2.5 pallet positions.
- 64 Overhang direction A, F, or B, or blank.
- 65 Enter personal property code:
- B = Personal baggage  
H = Household goods  
J = Personal baggage - ITGBL  
K = Household goods - ITGBL  
P = POV  
T = Household goods
- 66 Enter protected cargo code (appendix F2) if applicable, otherwise leave blank.
- 67 Leave blank.
- 68-71 (24) Enter total number of pieces on the pallet.
- 72-76 (25) Enter total weight of cargo on the pallet.
- 77-80 (26) Enter total cube of cargo on the pallet.

**Figure 3-C-2 (Cont.)**

**Prime Data Entries For Shipment Units on Air Manifests**

Record Posi- tion	DD Form 1385 block	DD Form 1384 block	Procedure
1-3	(9)	1	Enter three digit code as follows: First position: Always "T." Second position: Same as second position of the TCMD. Third position: "A" for a loose shipment and "D" for a shipment loaded on a 463L pallet.
4-5	(10)	2	Enter pallet number on which shipment is loaded.
6-8			Enter hour/date received (appendix F7).
9-14	(11)	21	For nonpalletized mail, enter the registry number. For all other shipments, enter the DoDAAC of the consignor.
9-14	(11)	3	For all other shipments, enter the DoDAAC of the consignor.
15-17	(12)	15	Enter GMT hour/day code shipment leaves APOE (appendix F7).
18-19	(13)	4	Enter air commodity code (appendix F2).
20	(14)	5	Enter air dimension code (appendix F3).
21-23	--	6	Enter air terminal identifier code (appendix F4).
24-26	(15)	7	Enter air terminal identifier code (appendix F4).
27	(16)	8	Enter mode/method code (appendix F13).

**Figure 3-C-3**

**Prime Data Entries For Shipment Units on Air Manifests**

28-29	--	9	Enter manifest reference code from manifest header entry.
30-46	(17)	10	Enter TCN from shipment unit TCMD.
47-52	(18)	11	Enter DoDAAC of ultimate consignee.
53	(19)	12	Enter TP from shipment unit TCMD.
54-56	(20)	13	Enter RDD from shipment unit TCMD; if none, leave blank.
57-59	(21)	14	Enter project code from shipment unit TCMD; if none, leave blank.
60-62	(22)	16	Enter hour/day code shipment arrived at APOE (appendix F7).
63	--	--	For Services internal applications.
64-67	(23)	17	Enter TAC from shipment unit TCMD.
68-71	(24)	22	Enter total number pieces in the shipment unit.
72-76	(25)	23	Enter total weight of the shipment unit.
77-80	(26)	24	Enter total cube of shipment unit.

**Figure 3-C-3 (Cont.)**



**Ocean Manifest Header Data Entries**

Record Posi- tion	TCMD Manifest DD Form 1384 block	ATCMD as Manifest page DD Form 1384 block	DD Form 1385 block	Procedure
1-3	1	--	--	Enter TAJ.
4-8	21	21	(3)	Original manifest, no Govern- ment dunnage/lashing gear used, enter NODUN. Supple- mental manifest, enter type of adjustment and date as explained in chapter 3, para- graph C.2.c.d.(2) (b) <u>2d</u> . For all others, leave blank.
9-11	6	25a	(1)	Enter water port code (appen- dix F21). For LASH/SEABEE shipments, show port that loaded cargo on the barge
12-14	--	--	--	Leave blank.
15-18	15	25d	(2)	Enter four position date (ap- pendix F7).
19-23	19	25f	(3)	Enter voyage document number (appendix F18).
24-26	7	26a	(4)	Enter water port code for final WPOD (appendix F21).
27	20	20	(5)	Enter voyage manifest refer- ence code (appendix F19).
28-29	--	--	--	Leave blank.

**Figure 3-C-4**

**Ocean Manifest Header Data Entries**

30-46	21	25k	(6)	Enter vessel name, if unnamed, enter vessel class and hull number.
47	--	--	--	Leave blank.
48-49	18	25e	(7)	Enter two position code assigned by the OCCA. If a LASH/SEABEE barge is loaded with cargo booked under different terms of carriage, a separate manifest section is prepared for each term of carriage.
50	--	--	--	Enter L for LASH vessels, S for SEABEE vessels, otherwise leave blank.
51	18	25e	(8)	Enter MSC assigned code.
52-59	21	21	(9)	Enter assigned IRCS. For barges without an IRCS, enter the hull number.
60-80	31	31	(9)	Enter additional required data, e.g., actual loading activity if other than the WPOE, transshipping data, etc.

**Figure 3-C-4 (Cont.)**

# Ocean Manifest Data Entries

Record Posi- tion	TCMD Man- ifest DD Form 1384 block	ATCMD as Manifest page DD Form 1384 block	DD Form 1385 block	Procedure
1-3	32	1	(10)	Enter DI code from TCMD, but convert third position as follows: 0=&, 1=J, 2=K, 3=L, 4=M, 5=N, 6=O, 7=P, 8=Q, 9=R. For Government-owned dunnage or lashing gear, enter TLJ for prime and TLR for trailer entries (C.2.d.(2)(b) <u>le</u> ). See spe- cial instructions below.
4-19	33-35	--	(11)	Enter prime and trailer data from TCMD.
20-23	36	--	(12)	Enter last four digits of the voyage document number from the manifest header.
24-26	37	--	(13)	Enter code from manifest header.
27	--	--	--	Enter code from manifest header.
28-59	39-43b	--	(14)	Enter prime and trailer TCMD data.
60-63	43c,d	25h	(15)	For prime data entries, enter the vessel stowage location code (appendix F16). For dunnage/lassing gear see spe- cial instructions below. For all others leave blank.

Figure 3-C-5

Ocean Manifest Data Entries

Special Instructions

64-80	43e, 44	--	(16)	Enter prime and trailer TCMD data.
1-3	32	--	(10)	Enter TLJ for prime entries and TLR for trailer entries.
59-79	43-44	--	(17)	Enter clear text disposition instructions.
80	44c	--	--	For trailer entries, enter a sequence number.

Figure 3-C-5 (Cont.)

### Instructions for Preparing Manifest Adjustments

Supplements	DI entry	Record Position 4	Record Position 53	Entry in TP block of DD Form 1384 TP-1 TP-2 TP-3		
1. To add shipment unit lifted but not manifested, prepare:						
a. Manifest header:	TAJ	S	No over-punch	No change		
b. Shipment unit entries:						
Prime data:	T_J		"	"		
Trailer data:	T_N-R		"	"		
2. To add consolidated containers and shipment units in containers, prepare:						
a. Manifest header:	TAJ	S	"	"		
b. Container entries:						
Prime data:	T_K/L		"	"		
Trailer entries:	T_R		"	"		
c. Shipment unit entries:						
Prime data:	T_M		"	"		
Trailer entries:	T_N-R		"	"		
Deletions						
1. To delete shipment unit manifested but not lifted, prepare:						
a. Manifest header:	TAJ	D	None	None		
b. Shipment unit entries:						
Prime data only:	T_J		Zero	/	S	T
2. To delete a complete consolidation container manifested but not lifted, prepare:						
a. Manifest header	TAJ	D	None	None		
b. Prime container:	T_K/L		Zero	/	S	T
c. Shipment unit entries:						
Prime data only:	T_M		Zero	/	S	T
Corrections						
1. To change shipment units not containerized, prepare:						

Figure 3-C-6

## Instructions for Preparing Manifest Adjustments

a. Manifest header:	TAJ	C	None	None		
b. To delete old shipment unit:						
Prime data:	T_J		11	J	K	L
Trailer data:	T_N-R		11	J	K	L
2. To change a consolidated container, prepare:						
a. Manifest header:	TAJ	C	None	None		
b. To delete old container						
Prime data:	T_K/L		11	J	K	L
Trailer data:	T_R		11	J	K	L
c. To add new container:						
Prime data:	T_K/L		12	A	B	C
Trailer data:	T_R		12	A	B	C
3. To change shipment units in consolidation, prepare:						
a. Manifest header:	TAJ		None	None		
b. Dummy entry:	T_K/L		12	A	B	C
c. To delete old shipment unit:						
Prime data:	T_K/L		11	J	K	L
Trailer data:	T_N-R		11	J	K	L
d. To add new shipment unit:						
Prime data:	T_M		12	A	B	C
Trailer data:	T_N-R		12	A	B	C

Figure 3-C-6 (Cont.)

**Ocean Cargo Manifest Recapitulation Data Entries**

DD Form    Procedure  
1386  
block

- (1)        Enter "X" in recapitulation box.
- (2)        Enter "X" in the appropriate box. If the recapitulation is for a manifest adjustment, see special instructions below.
- (3)        Enter vessel name. If unnamed, enter vessel class and hull number.
- (4)        Enter two position vessel status/terms of carriage code (appendix F15).
- (5)        Enter voyage document number (appendix F18).
- (6)        Enter vessel sailing date code (appendix F7).
- (7)        Enter water port code for actual port of loading (appendix F21).
- (8)        Enter the number of heavy lifts (10,000 pounds or more, other than SEAVANs).
- (9)        Enter the number of pieces, other than SEAVANs, with outsize dimensions (any dimension of 72 inches or more).

For each WPOD list, on separate lines, the data required by paragraph C.2.d.(2) (b)3a as follows:

- (10)       Enter the water port code for the final POD to which the cargo is booked (appendix F21). If booked for transshipment follow the WPOD with "BY T/S."
- (11)       Enter abbreviated commodity description(s) (appendix F20).
- (12)       Enter length, width, and height, in inches, of each heavy lift, other than SEAVANs (indicate L, W, H).

**Figure 3-C-7**

**Ocean Cargo Manifest Recapitulation Data Entries**

- (13) Enter "X" if heavy lift can be discharged by vessel's gear; otherwise leave blank.
- (14) Enter "X" if heavy lift cannot be discharged by vessel's gear; otherwise leave blank.
- (15) Enter "X" if discharge costs are payable by the vessel operator, terms of carriage 2 or 3, otherwise leave blank.
- (16) Enter "X" if discharge costs are payable by the Government, terms of carriage 1 or 4, otherwise leave blank.
- (17) Enter vessel stowage location code for cargo being described (appendix F16).
- (18) Enter the long tons, the weight of the cargo, other than SEAVANS, being described.

For each WPOD and consignee Service list, on separate lines, the data required by paragraph C.2.d.(2)(b)3a as follows:

- (19) Enter water port code for the cargo's final WPOD (appendix F21).
- (20) Enter first position of the consignee DoDAAC.
- (21) Enter, in long tons for each WPOD, the total cargo onboard for each Service/Agency identified in block (20).
- (22) Enter the measurement tons, the total volume of cargo included in block (21).

If a DD Form 1384 is used, follow the above instructions and include a note to indicate the terms of carriage (appendix F15).



**Ocean Cargo Manifest Recapitulation Data Entries**

Special Instructions

If the recapitulation is being prepared for a manifest adjustment, the data listed in blocks (10) through (22) is separated as follows:

List exactly as on the original manifest, all items to be deleted, under heading "Delete." List all items to be added under the heading "Add." For original manifest items which must be corrected, include both a delete entry and an add entry.

Figure 3-C-7 (Cont.)

### Ocean Cargo Manifest Summary Data Entries

DD Form    Procedures  
1386  
block

- (1)        Enter "X" in the summary box.
- (2)        Enter "X" in the appropriate box. If the summary is for a manifest adjustment.<sup>4</sup>
- (3)        Enter the vessel name. If unnamed, enter the vessel class and hull number.
- (4)        Enter two position vessel statue/terms of carriage code (appendix F15).
- (5)        Enter voyage document number (appendix F18).
- (6)        Enter year and day code for vessel sailing date (appendix F7).
- (7)        Enter water port code for actual port of loading (appendix F21).
- (8)        Leave blank.
- (9)        Leave blank.

Figure 3-C-8

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<sup>4</sup> If the summary is being prepared for a manifest adjustment, the data listed in blocks (10) through (17) is separated as follows: List exactly as on the original manifest, all items to be deleted under the heading Delete. List all items to be added under the heading Add. For items on the original manifest that must be changed, include both a delete entry and an add entry.

### Ocean Cargo Manifest Summary Data Entries

For each WPOD list, on separate lines for each commodity category and TAC, the information required by paragraph C.2.d.(2)(b)4a as follows:

- (10) Enter the water port code for the final WPOD to which the cargo is booked. If booked for transshipment, enter BY T/S after the WPOD (appendix F21).
- (11) Enter the clear text commodity category from the following list:

<u>Category</u>	<u>Code</u>
Reefer, Chill	100-149
Reefer, Freeze	150-199
Bulk, NOS	200
Asphalt	210
Cement	220
Coal	230
Coke	231
Fertilizer	240
Grain, heavy	250
Grain, light	260
Oils, edible	270
Ore	280
POVs, unboxed (except 310 and 340)	300-359
Ammunition, Explosives, and Hazardous Materials	40X-489
Radioactive devices, materials and waste	490-499
General, NOS (unless listed below)	500-799
Mail (all classes except 612)	610-619
Empty mail sacks	612
POVs, boxed	310 and 340
Baggage, hold	360 and 370
Household goods	390-399
CONEX, empty	690
Empty containers, other than CONEX, SEA-VAN, MILVAN, wood or metal, space required.	691
Empty containers, other than CONEX, SEA-VAN, MILVAN, wood or metal, space available.	692

Figure 3-C-8 (Cont.)

**Ocean Cargo Manifest Summary Data Entries**

Empty SEAVAN, MILVAN, MSCVAN, space required	693
Empty SEAVAN, MILVAN, MSCVAN, space available	694
Scrap or salvage, space required	727
Scrap or salvage, space available	726
Low value surplus, space required	738
Low value surplus, space available	739
Special, NOS (unless listed below)	800-899
Low value surplus, space required	838
Low value surplus, space available	839
Trailers, RORO <sup>5</sup>	
Loaded <sup>6</sup>	
Empty	888
Vehicles, wheeled or tracked, unboxed	
10,000 pounds or less per unit <sup>7</sup>	
Exceeding 10,000 per unit <sup>7</sup>	
Aircraft, unboxed	990-999
(12) Leave blank.	

**Figure 3-C-8 (Cont.)**

- 
- 5 Applies only to RORO trailers on MSC operated or controlled RORO vessels.
- 6 Regardless of commodity, all loaded RORO trailers are listed separately. Except for retrograde trailers loaded with empty containers, enter in M/T the overall volume of the entire trailer and its load. To allow for reduced MSC billing rates, the cubic volume of trailers loaded with empty containers is listed separately; i.e., the empty container and the empty trailer.
- 7 Includes vehicles with commodity codes 813, 816, 829, 864, 867, 870, 873, 876, 879, 882, 885, 891, and 894 summarized into the two weight groups shown to support MSC's revenue/lift reports.

**Ocean Cargo Manifest Summary Data Entries**

- (13) Enter the TACS for each commodity category to be summarized. For each category, a TAC is listed no more than twice, once for under deck cargo stowage and once for cargo stowed on deck.
- (14) Enter "X" on the same line as the TAC for any cargo stowed on deck.
- (15) Enter the number of pieces of mail or POVs that are summarized for that TAC. For all other cargo leave blank.
- (16) Leave blank.
- (17) Enter the number of measurement tons rounded to the nearest whole number for each TAC entry.

**Figure 3-C-8 (Cont.)**

### Cargo Traffic Message Data Entries

The following provides details of the information included in the CTM.

From: Preparing Activity  
To: Addressees (see figure 3-C-11)

SUBJ: MILSTAMP CARGO TRAFFIC MESSAGE

- (1) Paragraph 1. Enter vessel identification as follows:
  - a. Ship prefix (USS, USNS, USCG, SS, MS, etc.).
  - b. Ship name and number.
  - c. Voyage document number (appendix F18).
  - d. Vessel status/terms of carriage code (appendix F15).
  - e. IRCS (commercial ships only).
  - f. Type of commercial ship (C1, C2, LASH, RORO, etc.).
- (2) Paragraph 2. Enter movement data for the vessel as follows:
  - a. Departure port name, in-the-clear.
  - b. Departure day and hour (zulu date/time group).
  - c. Next port of call, in-the-clear.
  - d. Estimated date of arrival, next port of call.
  - e. Subsequent port of call, in-the-clear.
- (3) Paragraph 3. Enter operational and handling data as follows:
  - a. Ship discharge capability (self-sustaining/nonself-sustaining).
  - b. Special berthing requirements, if any.
  - c. Special information for the port area host nation or theater commander (expected arrival draft, overall length, beam, and capacity in M.T., cu. m. (include L/T and M/T in parentheses)).
  - d. Enter manifest onboard or manifest forwarded separately by (enter method, e.g., AUTODIN, mail, etc.).
  - e. If applicable, enter cargo for transshipment at (WPOD).
- (4) Paragraph 4. Total cargo loaded in M.T. and cu. m. (include L/T and M/T in parentheses, e.g., (40 L/T, 10 M/T)).
- (5) Paragraph 5. A separate paragraph for each port of discharge to include the following subparagraph as appropriate. Each

Figure 3-C-9

### Cargo Traffic Message Data Entries

subparagraph shall identify by columns the number of wheeled and the number of tracked vehicles, M.T., cu. m. and in parentheses, L/T and M/T. Stowage location is identified by the first three positions of the stow location code; for LASH/SEABEE barges, the last four positions of the barge number. The Military Service will be identified by the TAC for breakbulk cargo and by the consignee for containerized cargo.

- a. Total cargo loaded (mandatory).
- b. Deck load of breakbulk cargo by Military Service, by location, excluding ammunition and explosives.<sup>8</sup>
- c. Hatch load of breakbulk cargo by Military Service, by location, excluding ammunition and explosives.<sup>8</sup>
- d. Total number of reefer containers for each Military Service.
- e. Total number of other containers for each Military Service excluding those in subparagraph f., below.
- f. Total number of containers containing ammunition and explosives for each Military Service. Include NEQ, by IMDGC UN class, UN classes to include decimal fraction (1.1, 1.2), IMDGC compatability group code, and stow location (four positions).
- g. Description of bulk ammunition and explosives for each Military Service. Include additional data described in subparagraph f., above.
- h. Heavy lift cargo exceeding capacity of ships' boom.
- i. Protected (except pilferable) and/or classified cargo, number of pieces, stow location, and TCN.
- j. For LASH/SEABEE shipments, list each barge by barge number and by Military Service.

Figure 3-C-9 (Cont.)

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<sup>8</sup> Identified by first three positions of the vessel stowage location code; for LASH/SEABEE vessels, use the last four positions of barge number.

**Cargo Traffic Message Data Entries**

- (6) Final paragraph. Transshipment data as required:
- a. Port of transshipment in-the-clear.
  - b. Information specifying responsibility for transshipment.
  - c. Name of on-carrying vessel. Enter TBN if unknown.
  - d. Cargo data required by instruction (5) for each port of discharge.
  - e. For LASH/SEABEE shipments, the port of transshipment is the port of discharge of the vessel. For movement of the barge to an inland port of discharge, indicate towed in lieu of name of on-carrying vessel. Summarize cargo data by barge number and barge port of discharge.

Figure 3-C-9 (Cont.)



**Information to be Listed on the Ocean Bill of Lading (GBL or CBL)**

The following information is entered on the GBL/CBL whenever used for ocean transportation.

1. Name of ocean carrier, vessel, WPOE, and WPOD.
2. Rates, terms, and conditions of shipment, including responsibility for loading and unloading.
3. Appropriation chargeable.
4. Dollar rate of exchange as of booking date if ocean charges are based on, but not payable in, a foreign currency.
5. Voyage document number and MSC clearance order number.
6. The MSC paying command.
7. Weight and cube of each commodity and measurements of any cargo with any dimensions exceeding 30 feet.
8. SEAVAN TCN and TCN of each shipment unit.
9. Consignee.
10. U.S. Government activity or representative at the WPOD responsible for receiving the cargo and submitting the cargo outturn message and report.
11. Enter, "Unless otherwise indicated, all cargo to be stowed under deck."
12. Actual or estimated sailing date as appropriate.

### Distribution of Ocean Cargo Manifest

The following table provides instructions for distribution of ocean cargo distribution, i.e., stow plan, cargo traffic message, manifest, recapitulation and summary. Manifest adjustments are distributed to the same addressees as the original manifest. The GBL and CBL distribution is shown in figure 3-C-13

This figure must be used in conjunction with figure 3-C-12 which explains the letter codes used the distribution method and remarks columns.

Distribution to:	Cargo Stowage Plan			Cargo Traffic Message			Cargo Manifest and Recapitulation			Cargo Manifest Summary		
	No of Copies	Dist Method	Re-marks	No of Copies	Dist Method	Re-marks	No of Copies	Dist Method	Re-marks	No of Copies	Dist Method	Re-marks
<u>For all cargo:</u>												
Commanding Officer or Master of the vessel (Note 1)	3	V	--	--	-	--	3	V	A,G	--	--	--
Port of debarkation and next port of call	3	x	--	1	E	C,D	6	x	B,C,L	6	M	C
Port of embarkation (POE) for files	1	--	--	1	E	--	1	H,M	--	1	H or M	--
Clearance authority for POD if different than POD	1	M	N	1	E	--	1	x	--	1	M	--
MSC area and subarea Commander for POE (Note 2)	1	x	--	1	E	C	3	x	--	3	x	--
MSC area and subarea Commanders on the vessel itinerary (Note 2)	1	x	--	1	x	D	1	x	B,Z	--	--	--
MSC port representatives for ports on vessel itinerary unless same as area and subarea Commanders	1	x	--	1	Z	--	1	x	B,I	--	--	--
Local agent of carrier (unclassified only)	5	x.m	--	--	--	--	5	h.n	--	--	--	--
Clearance authority for POE if different than POE	1	M	N	1	x	--	1	M	--	--	--	--

Note 1. Neither vessel papers nor cargo manifest are placed onboard commercial vessels engaged in common carrier trade and loaded at commercial piers.

Note 2. The addresses for MSC area and subarea commanders are listed in appendix F16.

Figure 3-C-11

### Distribution of Ocean Cargo Manifest

Distribution to:	Cargo Stowage Plan			Cargo Traffic Message			Cargo Manifest and Recapitulation			Cargo Manifest Summary		
	No of Copies	Dist Method	Re-marks	No of Copies	Dist Method	Re-marks	No of Copies	Dist Method	Re-marks	No of Copies	Dist Method	Re-marks
COMSC (Headquarters)	--	--	--	--	--	--	1	X	F	1	X	F
For MSC controlled ships scheduled to transit Hawaii enroute to CONUS. All U.S. ports, including <u>Hawaii, for customs:</u>  NAVSEACARCOR Pearl Harbor, HI AUTODIN RIC RUHHLA	--	--	--	--	--	--	1	E	--	--	--	--
For Navy-sponsored cargo <u>exported from CONUS:</u>  NAVMTO representative at MTMCEA or MTMCWA	--	--	--	--	--	--	1	H	--	--	--	--
For Navy-sponsored cargo loaded on per diem ships <u>at overseas terminals:</u>  Commanding Officer NAVMTO ATTN: Code 06 Naval Station Building 2-133-5 Norfolk, VA 23511-5000	--	--	--	--	--	--	1	M	--	--	--	--
For all Marine Corps <u>sponsored shipments:</u>  Commanding General MCUB Albany (Code A470) Albany, GA 31704-5000	--	--	--	--	--	--	1	E.M	K	1	E.M	K
CG, FMF Atlantic U.S. Naval Base Norfolk, VA 23511-5000 (Atlantic Ocean area discharge only)	--	--	--	--	--	--	1	M	--	--	--	--
CG, FMF Pacific FPO San Francisco, CA 96601 (Pacific Ocean area discharge only)	--	--	--	--	--	--	1	M	--	--	--	--
For All U.S Coast Guard <u>sponsored shipments:</u>  Commandant (FA/71) U.S. Coast Guard Washington, DC 20591	--	--	--	--	--	--	1	M	--	1	M	--

Figure 3-C-11 (cont.)

Distribution of Ocean Cargo Manifest

Distribution to:	Cargo Stowage Plan			Cargo Traffic Message			Cargo Manifest and Recapitulation			Cargo Manifest Summary		
	No of Copies	Dist Method	Re-marks	No of Copies	Dist Method	Re-marks	No of Copies	Dist Method	Re-marks	No of Copies	Dist Method	Re-marks
For security assistance <u>Program cargo:</u> MAAG or Mission in the recipient country	3	X	--	1	E	C,D,E	10	X	B,C	10	M	C
Consignee TAC B address (MAPAD DoD 4000.25-0M) For FMS/Grant Aid classified shipments	--	--	--	1	E	--	--	--	--	--	--	--
For vessels from MTMC-EA <u>to MTMC-TTCE terminals:</u> Commander, MTMC-TTCE, Rotterdam, Netherlands ATTN: MTC-TMD-O	--	--	--	1	E	--	--	--	--	--	--	--
For all shipments of <u>conventional ammunition:</u> HQ AMCCOM Rock Island, IL AUTODIN RIC RUCIHMA ILO RUCIAFP content indicator DKAZ	--	--	--	--	--	--	1	E	J	--	--	--
Shipment to CONUS ports with indicator codes <u>beginning with 1 or 2:</u> Commander, MTMC-EA ATTN: MTE-ITT Military Ocean Terminal Bayonne, NJ 07002-0001	--	--	--	--	--	--	1	M	M	--	--	--
Shipment to CONUS ports with indicator codes <u>beginning with 3 or 4:</u> Commander MTMC-WA ATTN: MTW-ITD Oakland Army Base Oakland, CA 94626-0001	--	--	--	--	--	--	1	M	--	--	--	--

Figure 3-C-11 (cont.)

**Explanation of Codes for Ocean Cargo Manifest Distribution**

a. Method of distribution

<u>Code</u>	<u>Meaning</u>
E	Electrically transmitted message.
H	Hand delivery.
M	Regular mail.
V	On the ship carrying the cargo.
X	By fastest available means following vessel departure.

b. Remarks

- A Vessel papers may be substituted.
- B When prepared manually, the loading port distributes advance hard copy manifest data. When manifest data are transceived, the receiver distributes advance hard copy manifest data. For CONUS loadings MTMC distributes hard copy in addition to transceived manifest data to the over-seas Army and Navy activities listed below. Any changes in hard copy requirements will be referred to MTMC.

Army WPOD

Bangkok, Thailand  
Sattahip, Thailand  
Vayama, Thailand  
  
Manila, P.I.  
  
Inchon, Korea  
Chinhae, Korea  
Pusan, Korea

Navy WPOD

NAVSTA Roosevelt Roads, P.R.  
NSA Naples, Italy  
NAVSTA Argentia, Newfoundland  
(hard copy only)  
NAVSTA Guantanamo Bay, Cuba  
(hard copy only)

- C For WPODs or Agencies listed below, forward by distribution method X, the number of copies indicated.  
Chief, MILTAG, Indonesia - 15 copies  
JUSMAG, Thailand - 15 copies

**Figure 3-C-12**

**Explanation of Codes for Ocean Cargo Manifest Distribution**

MTMC UK Terminal - 3 copies

MAG or Mission in Turkey - 6 copies of recapitulation and 2 copies of the stow plan.

- C For all shipments destined to PODs JF\_ (Germany), JG\_ (Netherlands), JH\_ (Belgium), and JM\_ (Rhine), forward one additional manifest and cargo traffic message via AUTODIN to HQ, 4th TRANSCOM, Oberursel, Germany//AEUTR-MOV//; AUTODIN RIC RUFTACC, content indicator code DKAZ for ocean manifest; RIC RUFTACA for cargo traffic message.
- C For all shipments destined to PODs in Turkey, forward 12 copies of the ocean cargo manifest by air mail to the responsible Turkish WCA. Also forward a copy of the manifest by AUTODIN to TUSLOG DET 10 INCIRLIK INSTL TURKY//LGT/ADP//. On all Atlantic, Gulf, or European sailings, manifests will be dispatched NLT 72 hours after vessel departure from last WPOD.
- C For all Navy sponsored FMS shipments of arms, ammunition, and explosives, and RUs of inert component parts, send one copy of the manifest to the U.S. Navy International Logistics Control Office, Code 252, 700 Robbins Ave., Philadelphia, PA 19111-5000.
- C For cargo consigned to JUSMAG Spain/U.S. Navy resident Officer-in-Charge of Construction, forward one copy by air mail to OINCC, Contracts, Naval Facility Engineering Command, Spain.
- C For all export shipments of Navy ammunition containing N, M, P, R, V, or Z as the first digit of the TCN, forward one copy of the manifest to the Ships Parts Control Center, Code 8534, P.O. Box 2020, Mechanicsburg, PA 17055-0788.
- C For shipments of Army ammunition to Pacific WPODs, forward one copy of the manifest via AUTODIN to Central Ammunition Management Office - Pacific, ATTN: SARCA-OP, Ft Shafter, HI. AUTODIN RIC RUHHMK.

**Figure 3-C-12 (Cont.)**

**Explanation of Codes for Ocean Cargo Manifest Distribution**

- C For shipments of all ammunition to central European and UK area WPODs, forward a copy of the manifest by AUTODIN to CDR 200TH TAMMC ZWEIBRUECKEN GERMANY//AEAGD-MMC-VP//. AUTODIN RIC RUFTFDA.
- C For all shipments destined to Korea, forward a copy of the manifest by AUTODIN to 25th Transportation Group, Korea. AUTODIN RIC RUAGDPA.
- D Send one copy to MTMC Field Office - Pacific (for PACOM loading and discharge).
- D Send one copy to MSC Office Honolulu for cargo destined to consignees in CINCPAC area.
- D For shipments of Army ammunition to Pacific area WPODs, forward a copy of the CTM via AUTODIN to Central Ammunition Management Office - Pacific, Ft. Shafter, HI//SARCA-OP//. AUTODIN RIC RUHHHMK.
- D For shipments of Navy ammunition to Pacific area WPODs, forward one copy by AUTODIN to COMSERVPAC.
- E MAAG copy for shipments to Taipei not required.
- F AUTODIN RIC RUEOBED and content indicator code DKAZ is used to provide COMSC with ocean cargo manifest data. MTMCEA and MTMCWA transceive manifest data to COMSC by direct line. Activities without AUTODIN capability forward hard copy manifests to MSC Area Commands, but not to COMSC Headquarters.
- G Provide five copies of the manifest to Masters of USNS and time charter vessels (terms of carriage codes 1 or 8) loading cargo overseas for discharge in CONUS.

Figure 3-C-12 (Cont.)

### Explanation of Codes for Ocean Cargo Manifest Distribution

- H This distribution is made only if the vessel's remaining itinerary calls for it to call at an MTMC CONUS terminal.
- Distribution is made to the responsible MTMC OCCA. Mailing addresses are:
- |                         |                        |
|-------------------------|------------------------|
| HQ MTMC Eastern Area    | HQ MTMC Western Area   |
| ATTN: MTE-ITEB          | ATTN: MTW-ITX          |
| Military Ocean Terminal | Oakland Army Base      |
| Bayonne, NJ 07002-5000  | Oakland, CA 94626-5000 |
- I For hazardous cargo shipments on MSC controlled ships to WPODs: H\_\_ (British Isles), J\_\_ (Northern Europe), K\_\_ (Western Mediterranean), and L\_\_ (Eastern Mediterranean), forward one copy of the complete hazardous cargo portion of the ocean cargo manifest to facilitate overseas port clearance of controlled vessels.
- J Forward one copy of the manifest via AUTODIN. Overseas manifesting activities that do not have access to ADP/AUTODIN support should mail a hard copy of the manifest to Commander, AMCCOM, ATTN: DRSAR-TM, Rock Island, IL 61299-5000.
- K Forward manifest data to Marine Corps Logistics Base, Albany, GA, using AUTODIN RIC: RUCLWAA, content indicator code AKAA. If manifests are normally prepared manually, mail a copy of the Marine Corps section as soon as possible.
- L When cargo manifest documents cannot be sent to CONUS WPODs by AUTODIN or other electronic means, use appropriate mailing address from the following list:

<u>Port</u>	<u>Mailing Address</u>
1B1 - 1D6	Commander Portsmouth Naval Shipyard Portsmouth, NH 03804-5000

Figure 3-C-12 (Cont.)



**Explanation of Codes for Ocean Cargo Manifest Distribution**

1ED	Commanding Officer Naval Air Station Quonset Point, RI 02819-5000
All ports beginning with 1E_, except 1ED and 1EF	Commanding Officer Naval Construction Battalion Center Davisville, RI 02854-5000
1EF	Commanding Officer Naval Supply Depot Newport, RI 02840-5000
1G5	Commanding Officer Naval Ammunition Depot, Earle Colts Neck, NJ 07722-5000
All ports beginning with 1F, 1G, 1H, 1J, 1K, 1S, 1T, 1U, 1V, and 1W, except 1G5	Commander Military Ocean Terminal, Bayonne MTMC Eastern Area Bayonne, NJ 07002-5000
1L1, 1LA, 1L2, 1L3	Commanding Officer Baltimore Outport MTMC Eastern Area Dundalk Marine Terminal Baltimore, MD 21222-5000
All ports beginning with 1M	Freight Terminal Officer ATTN: Code 402 Naval Supply Center Norfolk, VA 23512-5000
1N1 through 1N4	Commanding Officer Military Ocean Terminal, Sunny Point MTMC Eastern Area Southport, NC 28461-5000

**Figure 3-C-12 (Cont.)**

**Explanation of Codes for Ocean Cargo Manifest Distribution**

All ports beginning with 1P, 1Q, and 1R, except 1R1, 1R2, 1R3, 1R4, and 1RB	Commanding Officer Charleston Outport MTMC Eastern Area North Charleston, SC 29406-5000
1R1, 1R2, 1R3, 1R4, and 1RB	Commander MTMCEA Cape Canaveral Outport Patrick AFB, FL 32905-5000
2A1 through 2A5, 2B2, 2B4, 2C1, 2C2, 2D1 through 2DA, and 2G1 through 2G3	Commanding Officer Gulf Outport MTMC Eastern Area New Orleans, LA 70140-5000
2B1, 2B3	Commander MTMC Mobile Detachment Gulf Outport P.O. Box 2725 Mobile, AL 36652-2725
2E1 through 2F3	Officer-in-Charge Beaumont Detachment, Gulf Outport MTMC Eastern Area P.O. Box 4043 Beaumont, TX 77704-4043
3A1 through 3F3, except 3CD and 3DC	Commanding Officer Military Ocean Terminal Bay Area Oakland Army Base Oakland, CA 94626-5000
3CD	Commanding Officer Naval Weapons Station Concord, CA 94520-5000
3DC	Commanding Officer Naval Air Station Alameda, CA 94501-5000

Figure 3-C-12 (Cont.)

**Explanation of Codes for Ocean Cargo Manifest Distribution**

3G1, 3GA	Commanding Officer Naval Construction Battalion Center Port Hueneme, CA 93041-5000
3H series	Commander Southern California Outport Berth 55 San Pedro, CA 90731-5000
3J1, 3JA, 3JB	Commanding Officer Naval Supply Center San Diego, CA 92131-5000
4A1 through 4K1	Commander Pacific Northwest Outport 4735 East Marginal Way South Seattle, WA 98134-5000
M	For shipments from the Azores to east coast points, forward a copy of the manifest to COMSCEUR, DOE Complex, Block 1, East Cote Road, Ruislip, Middlesex, HA48BS, England.

**Figure 3-C-12 (cont.)**

### Distribution of Ocean Bill of Lading

This figure must be used in conjunction with figure 3-C-12 which explains the letter codes used in the distribution method column.

Activity or Agency	Government Bill of Lading		Commercial Bill of Lading - Collect convertible to GBL		Commercial Bill of Lading - Collect nonconvertable to GBL		Commercial Bill of Lading - Prepaid nonconvertable to GBL	
	Copies	Dist Method	Copies	Dist Method	Copies	Dist Method	Copies	Dist Method
Receiving activity at POB designated on the Bill of Lading or the consignee	2 memos	X	1st original and 2 memos	X	2d original and 2 memos	X	1 st original and 2 memos	X
Ocean carrier	Original and 2 memo	X	Original GBL and 1st original CBL (note 1)	X				
Activity offering the cargo for booking	1 memo signed by carrier's agent	X	3d original	X	3d original	X	3d original	X
MSC paying command (note 2)	3 memos	X	2d original and 1 memo plus 1 GBL with converted CBL	X	1st original and 2 memos	X	2d original and 1 memo	X
Booking office	1 memo	X	1 memo	X	1 memo	X	1 memo	X
MSC port representative unless the same as the MSC paying command (note 2)	1 memo	X	1 memo	X	1 memo	X	1 memo	X
<p>Note 1. Distribution made by the receiving activity at the POD.</p> <p>Note 2. The addresses for MSC area and subarea commands are listed in appendix F16.</p>								

Figure 3-C-13

## Appendix A

### DEFINITIONS

This appendix is a compilation of definitions for words and terms used in MILSTAMP, Volume I.

#### Accessorial Services:

**FMS:** Separate charges added to the standard price of materiel for each FMS case. The charges cover expenses of packing, handling, crating, transportation, and supply operations associated with preparation and delivery of FMS materiel.

**Land:** Charges by a carrier for rendering service in addition to the linehaul. Such services may include sorting, packing, cooling, heating, switching, delivering, storage, reconsigning, etc.

**Ocean:** Those services for which the ocean carrier is not responsible under the terms of the applicable commercial tariff or MSC contract rate, but which are required to complete the receipt and delivery of freight between common carriers and consignors or consignees.

**Address Marking:** Applying data, obtained from shipping documents, to a shipment unit. The data identifies the shipment and directs its movement to the ultimate consignee.

**Air Charter Service:** Air transportation procured from commercial carriers for the exclusive use of one or more aircraft between points in the United States for periods of less than 90 days.

**Airlift Clearance Authority (ACA):** A Service activity which controls the movement of cargo (including personal property) into the airlift system.

**Airlift Services:** The performance or procurement of air transportation and services incident thereto required for the movement of persons, cargo and mail.

**Allocation:** Apportioning available transportation capability to users.

**Ammunition/Explosives:** A device charged with explosives, propellants, pyrotechnics, initiating composition, or nuclear, biological, or chemical materiel for use in connection with defense or offense, including

demolitions. Ammunition which can be used for training, ceremonial, or nonoperational purposes is included.

**Army or Air Force Post Office (APO):** A military post office, numerically designated as a branch of a U.S. Post Office, activated, manned and operated by the Army or the Air Force to provide postal services to authorized organizations and personnel.

**Baggage:** Includes, but is not limited to, personal clothing; professional equipment; essential dishes, pots, pans, linens, and other light housekeeping items; and other items necessary for the health, welfare, and morale of the member.

**Accompanied Baggage:** Baggage which accompanies the passenger while traveling.

**Unaccompanied Baggage:** That portion of a member's authorized weight allowance of personal property which does not accompany the passenger and is normally shipped separately from the bulk of his personal property by expedited transportation.

**Hold Baggage:** Baggage stowed in the hold of a ship.

**Basic Issue Item:** Accessories and tools necessary to operate an end item, i.e., vehicle.

**Berth Term:** Shipments by commercial common carriers operating on established routes at commercial tariff rates. Commercial carriers are normally responsible for loading and unloading cargo. Heavy lifts beyond certain weights are specified in most tariffs as subject to a heavy lift charge in addition to the prescribed freight rate.

**Bill of Lading:**

**Commercial (CBL):** A contract between the shipper and the carrier whereby the carrier agrees to furnish transportation service subject to the conditions printed on the reverse side of the bill of lading. The face of the CBL designates such pertinent information as the route, delivering carrier, name of shipper, consignee, date, description of articles, number of packages, weight, signature of the carrier's agent for receipt of the freight, and signature of the shipper's representative responsible for releasing the shipment to the carrier.

**Government (GBL):** Same as CBL, plus the GBL contains the name (with or without a signature) and title of the issuing officer, name of the

issuing office, name of the Government agency against which charges are billed, appropriation chargeable, GBL number and departmental symbol, authority for the shipment, and a showing as to actual delivery and extent of loss and damage.

**Block Stowage Loading:** A method of loading whereby all cargo for a specific destination is stowed together. The purpose is to facilitate rapid offloading at the destination, with the least possible disturbance of cargo intended for other points.

**Breakbulk Point:** A transshipping activity to which unitized shipments for various consignees are consigned and from which the shipments are distributed as separate shipment units to the ultimate consignees.

**Bulk Cargo:** Dry or liquid cargo, such as oil, coal, grain, ore, sulfur, or fertilizer which are shipped unpackaged in large quantities.

**Cargo:** Supplies, materiels, stores, baggage, or equipment transported by land, water, or air.

**Carrier:** Any individual, company, or corporation commercially engaged in transporting cargo or passengers.

**Carrier Tariff Rates:** Rates charged the general public by surface, air, or water carriers engaged in the transportation of property.

**Case Designator:** A unique code used with a country identification code to identify a particular foreign military sale. It is a three character designation.

**Civil Post Office:** A U.S. Post Office, branch, station, or moneyorder unit operated by employees of the USPS or under contract with that Service.

**Classification, Freight:** (1) A system of grouping and rating similar commodities for use in applying class rates. (2) A publication (Freight Classification Guide) listing articles by class for use in applying rates.

**Classified Matter:** Official information or matter in any form or of any nature which requires protection in the interest of national security.

**Clearance Authority:** The activity which controls and monitors the flow of cargo into the airlift or water transportation system. (See Airlift Clearance Authority and Ocean Cargo Clearance Authority.)

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**Code 5 (International Door-to-Door Container Surface Government):**

Defined in DoD 4500.34-R, Personal Property Traffic Management Regulation, chapter 2.

**Code J (International Land-Air (AMC)-Land Baggage):** Defined in DoD 4500.34-R, chapter 2.

**Code T (International Door-to-Door Container-AMC):** Defined in DoD 4500.34-R, chapter 2.

**Commodity Category:** Grouping commodities with similar characteristics for purposes of manifesting, billing, cost accounting, contractor payment, and special handling.

**Common Servicing:** That function performed by one Military Service in support of another Military Service for which reimbursement is not required from the Service receiving support.

**Common-User Water Terminal:** A facility which regularly provides (for two or more Services) the terminal functions of receipt, transit storage or staging, processing, and loading or unloading of cargo or passengers on ships. It may be a Military installation, part of an installation, or a commercial facility operated under contract or arrangement of the MTMC.

**Container Express (CONEX):** A controlled, reusable, serially numbered, metal shipping container 8'6" long, 6'3" wide and 6'10-1/2" high or 4'3" long, 6'3" wide and 6'10-1/2" high used for shipping cargo.

**Continental United States (CONUS):** The 48 contiguous states and the District of Columbia, i.e., excluding Alaska and Hawaii.

**Controlled Cargo:** See Protected Cargo.

**Country Code:** A two position code indicating the country, international organization or account which is the recipient of materiel or services under the Security Assistance Program.

**Country Representative/Freight Forwarder Code:** A code employed to identify the designated individual or organization authorized to receive documentation, reports, and shipments for a particular country's FMS transactions. A designated country representative may also be authorized by a foreign government to negotiate, commit, and sign contractual agreements.



**Courier Transfer Station:** A collection and control point for carrying on the mission of the Armed Forces Courier Service.

**Dangerous Cargo:** See Hazardous Material.

**Day of the Year:** A three position number indicating the day of the year (e.g., 001 would indicate January the first; 261 would indicate (non-leap year) 18 September. See also Day of Year as defined in DoD 5000.12-M, DoD Manual for Standard Data Elements.

**Defense Transportation System (DTS):** Consists of Military controlled terminal facilities, AMC controlled airlift, MSC controlled or arranged sealift, and Government controlled air or land transportation.

**Delivery Term Code (DTC):** A code (prescribed in FMS cases) identifying the point at which the responsibility for moving an FMS shipment passes from the United States DoD to the purchasing nation or international organization.

**Department of Defense Activity Address Code (DoDAAC):** A six position alphanumeric code assigned to identify specific activities which are authorized to ship or receive materiel and to prepare documentation or billings.

**Department of Defense Ammunition Code (DDAC or DoDAC):** An eight position alphanumeric code composed of the four position Federal Supply Classification followed by the four position DoD Identification Code.

**Department of Defense Identification Code (DoDIC):** A four position alphanumeric code assigned to items of supply in Federal Supply Groups 13 (ammunition/explosives) and 14 (guided missiles).

**Direct Procurement Method (DPM):** A method of personal property shipment in which the Government manages the shipment throughout packing, drayage, storage, linehaul, overseas movement, etc. For additional details see DoD 4500.34-R, chapter 2.

**Diversion:** Changing the mode, route, or destination of a shipment from that shown on the original transportation documentation while the shipment is intransit. A diversion between modes may occur during the clearance process before the shipment actually moves.

**Dunnage:** Lumber or other material used to brace and secure cargo to prevent damage.

**Electrically Transmitted Message (ETM):** Messages prepared on DD Form 173 and dispatched by AUTODIN or teletype.

**Electronic Data Interchange (EDI):** Computer to computer exchange of data using standards jointly developed and established by standard groups, i.e., ANSI, EDIA, and EDIFACT.

**Electrostatic Sensitive Device (ESD):** Any electrical or electronic part, assembly, or equipment that is sensitive to electrostatic discharge of 15,000 volts or less. ESD items are classified as:

Class 1 - Those sensitive to 1000 volts or less.

Class 2 - Those sensitive to more than 1000 volts, but not more than 4000 volts.

Class 3 - Those sensitive to more than 4000 volts, but not more than 15,000 volts.

**Exception Material:** Security Assistance Program materiel which, due to its peculiar nature and increased transportation risks, requires special handling in the transportation cycle and deviation from normal shipping procedures. This includes classified materiel, sensitive materiel, firearms, explosives, lethal chemicals and other dangerous and hazardous materiel that requires rigid movement control and air cargo of such size that the item exceeds commercial capability.

**Expedited Handling Shipments:** Items identified by code "999" in the RDD field of MILSTRIP requisitions and MILSTAMP TCMDs. Items so identified override normal precedences in processing and moving shipments.

**Explosives:** See Hazardous Material.

**Export Traffic Release (ETR):** Shipping instructions, issued by a clearance authority in response to an offering, which specify the mode of shipment and the means by which an export shipment will move.

**Flashpoint:** The minimum temperature at which the substance gives off flammable vapors which will ignite in contact with spark or flame (49 CFR 173.115d).

**Fleet Post Office (FPO):** A Navy activity established within the CONUS collocated with the postal concentration center for the purposes of providing a standard mail address for forces afloat, mobile shore-based units and activities overseas, directory assistance for Navy mail and

maintaining liaison with and furnishing mail routing and dispatching instructions to appropriate civil and Military postal authorities.

**Freight Forwarder (FMS)/International Freight Forwarder:** A private firm which serves as a contractual agent for the FMS customer. These companies, as a minimum, receive, consolidate, and stage materiel within the United States for onward shipment to the purchasing country.

**Fuse, Fuze, Fusee:** In this regulation the term Fuse includes Fuze and Fusee. For transportation handling, loading and movement, the definitions of fuse, fuze, and fusee are applicable as specified in 49 CFR, ICAO regulations, and related publications.

**General Agency Agreement (GAA):** Pertains to Government-owned ships operated under cost plus fixed fee contracts by commercial ocean carriers acting as general agents for the Maritime Administration, U.S. Department of Commerce, with whom MSC has entered into agreements for the exclusive use of such ships.

**Green Sheet Procedures:** A procedure whereby specifically identified cargo in the airlift system may gain movement precedence over other priority cargo, including 999 shipments, of the requesting shipper Service.

**Gross Weight:** The combined weight of a container and its contents, including packaging material.

**Hatch:** An opening in the deck of a ship through which cargo is loaded and unloaded.

**Hatch List:** A list showing, for each hold section of a cargo ship, a description of the items stowed, their volume and weight, the consignee of each, and the total volume and weight of materiel in the hold.

**Hazardous Material (Dangerous Goods):** A substance or material which has been determined to be capable of posing an unreasonable risk to health, safety, and property when transported. This materiel includes explosives, gases (compressed, liquified, or dissolved under pressure), flammable liquids, flammable solids or substances, oxidizing substances, poisonous and infectious substances, radioactive substances, corrosives, and miscellaneous dangerous substances presenting real or potential hazards to life and property. Procedures for handling this material are specified in applicable publications of the Department of Transportation, the Interstate Commerce Commission, Federal Aviation Agency, U.S. Coast Guard, U.S. Agriculture Department, U.S. Public Health Service, Inter-

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governmental Maritime Organization, the International Civil Aviation Organization, and in Federal or military documents. Dangerous goods is the term applied to hazardous material in international movement.

**Hazardous Substance:** A material, and its mixtures or solutions, that is identified in 49 CFR or AFR 71-4, et al., when offered for transportation in one package (or in one transport vehicle if not packaged) and when the quantity of the material equals or exceeds the reportable quantity (RQ).

**Hold:** The interior of a vessel below decks where cargo is stowed.

**Inter-Service Support:** Action by one Military Service or element thereof, to provide logistic and/or administrative support to another Military Service, or element thereof. Such action can be recurring or nonrecurring in character, on an installation, area, or worldwide basis.

**Intertheater:** Movement of materiel from a point in one theater to a point in another theater. Movements between CONUS and overseas are not considered intertheater.

**Intratheater:** Movement of materiel from a point in a theater to another point within the same theater.

**Joint Servicing:** That function performed by a jointly staffed and financed activity in support of two or more Military Services.

**Lashing:** Ropes, wires, chains, steel straps, or other special devices used to secure cargo.

**Less Than Release Unit (LRU):** A shipment unit that can be shipped without requiring an export release from the appropriate authority.

**Linehaul:** Transportation of freight from one point to another excluding local pickup, delivery, and switching.

**Lowest Over-All Cost:** The aggregate of shipment costs known or reasonably estimated, i.e., transportation rate(s), accessorial, drayage, storage intransit, packing and crating, unpacking, and port handling costs.

**Manifest:** A document specifying, in detail, the items carried on a transportation conveyance for a specific destination. Usually refers to a ship or aircraft manifest.

**Marking:** Numbers, nomenclature, or symbols imprinted on items or containers for identification during handling, shipment, and storage.

**Military Assistance Program (MAP):** That portion of the United States security assistance authorized by the Foreign Assistance Act of 1961, as amended, which provides defense articles and services to recipients on a nonreimbursable (grant) basis.

**Military Assistance Program Address Code (MAPAC):** A six position alpha-numeric code constructed from the MILSTRIP requisition number and the MILSTRIP supplemental address for Security Assistance Program shipments. The MAPAC is used to identify the consignee in transportation documents and to obtain clear text address and other shipment information from the MAPAD.

**Military Assistance Program Address Directory (MAPAD):** A sole source directory for use of the Military Services and Agencies, containing the addresses of freight forwarders, country representatives, or customers in country required for releasing FMS and Grant Aid shipments and related documentation.

**Military Sealift Command Negotiated Rates:** Rates negotiated by MSC at the time of booking based on terms and conditions of the MSC shipping contracts, shipping/container agreements, or other basis.

**Military Services:** The U.S. Army, U.S. Navy, U.S. Air Force, U.S. Marine Corps and the U.S. Coast Guard.

**Military Van (MILVAN):** Military owned demountable container, conforming to United States and international standards, operated in a centrally controlled fleet for movement of Military cargo.

**Miscibility:** The composition of a substance which allows that substance to be easily mixed with another substance.

**Missing TCMD:** An air or water terminal reports a TCMD as missing if cargo is received by a terminal without a TCMD being available for processing.

**MSCVAN (See SEAVAN/MILVAN):** A SEAVAN or MILVAN leased/controlled by MSC.

**National/NATO Stock Number (NSN):** Replaces the Federal Stock Number and is composed of the FSC in rp 54-57 (DD Form 1348-1), NATO Country Code (US-00 or 01) in rp 58-59, and FIIN in rp 60-66.

**Net Explosive Quantity (NEQ):** The total quantity of propellant in a tank, drum, cylinder, or other container expressed in kilograms.

**Net Explosive Weight (NEW):** The total weight of all explosive Class A and B components of an explosive which includes primary explosives, secondary explosives, pyrotechnics, and propellants in a tank, drum, cylinder, or other container expressed in pounds.

**Net Weight:** The weight of an item being shipped, excluding the weight of packaging materiel or container (does not apply to household goods).

**Notice of Availability (NOA):** The DD Form 1348-5, Notice of Availability/Shipment, by which the U.S. shipping installation will provide advance notification to the designated FMS country representative or freight forwarder that the materiel is ready for shipment.

**Ocean Cargo Clearance Authority (OCCA):** The MTMC activity which books DoD sponsored cargo and passengers for surface movement, performs related contract administration, and accomplishes export/import surface traffic management functions for DoD cargo moving within the DTS.

**Offering:** The submission of shipment documentation to a clearance authority for release instructions and to the booking office for ocean transportation to effect shipment or transshipment.

**Offer or Release Options:** Methods by which countries participating in the FMS program advise supply sources, by coded entry in rp 46 of the requisition, whether materiel shipments should be released without prior notice to the country representative or freight forwarder. The type of offer or release option will be determined as a result of negotiations between the country representatives and the U.S. Services at the time the case agreement is reached.

**Organizational Equipment:** Equipment, other than individual equipment, which is used in the furtherance of the common mission of an organization or unit.

**Outsize(d) Dimensions:** Any dimension of a shipment greater than 6 feet; a shipment with such a dimension.

**Pallet:**

**Aircraft (463L):** Aluminum air cargo pallet, 88" x 108" or 54" x 88", on which shipments are consolidated for movement by AMC.

**Warehouse:** A two deck platform, usually wooden, about 42" wide, 42" long and 5" high, used for handling several packages as a unit.

**Palletized Unit Load:** Packaged or unpackaged item(s) arranged on a pallet and handled as a unit.

**Partial Shipment Unit:** A shipment unit separated at the origin shipping activity into two or more increments with each increment identified and documented separately.

**Personal Property:** Household goods, baggage and privately owned vehicles of DoD sponsored personnel.

**Pilferable Cargo:** See Protected Cargo.

**Port of Debarkation (POD):** An authorized point of entry into a foreign country or the United States.

**Port of Embarkation (POE):** An authorized point of departure from a foreign country or the United States.

**Postal Concentration Center (PCC):** A Post Office or Agency of the USPS at which mail for Armed Forces on maneuvers, afloat or overseas, is concentrated for sorting and delivery or dispatch.

**Prime Data (entries):** That data which is mandatory for all shipments. It is usually listed in the upper portion of the TCMD (DD Form 1384) and in all formats is identified by document identifiers T\_0, T\_1, T\_2, T\_3, or T\_4.

**Priority Designator:** A two digit numeric code which indicates the priority for handling materiel based on the mission and need of the requiring activity. The priority designator is developed as detailed in UMMIPS (DoD Directive 4410.6, Uniform Materiel Movement and Issue Priority System).

**Proper Shipping Name:** The name of a hazardous material as shown in 49 CFR and related publications.

**Protected Cargo:** Those items designated as having characteristics which require that they be identified, accounted for, secured, segregated or handled in a special manner to ensure their safeguard or integrity. Protected cargo is subdivided into controlled, pilferable and sensitive cargo as defined below:

**Controlled Cargo:** Items which require additional control and security as prescribed in various regulations and statutes. Controlled items include money, negotiable instruments, narcotics, registered mail, precious metal alloys, ethyl alcohol, and drug abuse items.

**Pilferable Cargo:** Items which are vulnerable to theft because of their ready resale potential. Pilferable items include cigarettes, alcoholic beverages, cameras, electronic equipment, etc.

**Sensitive Cargo:** Items such as small arms, ammunition, and explosives which have a ready use during civil disturbances and other types of domestic unrest or for use by criminal elements and which, if in the hands of militant or revolutionary organizations, present a definite threat to public safety.

Small arms include:

1. Grenade launchers, rifle and shoulder-fired.
2. Handguns.
3. Individually operated weapons which are portable or can be fired without special mounts or firing devices.
4. Light automatic weapons up to and including .50 caliber.
5. Mortars up to and including 81 mm.
6. Recoilless rifles up to and including 106 mm.
7. Rocket launchers.
8. Shoulder-fired weapons.

Ammunition and explosives include:

1. Ammunition for weapons listed above.
2. Anti-tank and anti-personnel land mines.
3. Boosters.
4. Bulk explosives.



5. Demolition charges and related items, e.g., blasting caps, detonating cord, safety fuzes, detonators, destructors, primers, firing devices, squibs, ignitors, demolition kits, explosive kits, etc.
6. End items of conventional and guided missile ammunition (except artillery rounds, bombs and torpedoes) which have an individual unit of issue, container or package weight of 50 pounds or less.
7. Explosive bolts, cartridges, and related items.
8. Fuel thickening compound.
9. Fuzes.
10. Hand grenades.
11. Incendiary destroyers.
12. Missiles and rockets (unpackaged weight of 50 pounds or less).
13. Riot control agent, bulk, 50-pound package or less.
14. Safety and arming devices.
15. Supplementary charges not assembled to end items.
16. Warheads and rocket motors (unpackaged weight of 50 pounds or less).

**QUICKTRANS:** Navy managed, long-term contract airlift service within the CONUS for the movement of cargo in support of the logistics systems of the Military Services and Defense Agencies. Included within QUICKTRANS are the supporting truck feeder systems which provide connecting service.

**Receiver:** The activity or agency at which a DTS shipment terminates. The activity is usually the ultimate consignee, but may also be an agent for the ultimate consignee, e.g., a central receiving point or a temporary storage point for the ultimate consignee.

**Reconsignment:** A change from the original consignee to another consignee while the shipment is enroute.

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**Reefer Cargo:** Perishable commodities which require refrigerated (chill and freeze) stowage at prescribed temperatures while intransit (excludes cargo authorized for storage in ventilated holds).

**Release Unit (RU):** A shipment unit of a specific commodity, weight, size, or mode which requires an export release from the appropriate authority before shipment.

**Reportable Quantity (RQ):** The amount of material (as listed in 49 CFR or AFR 71-4, et al.) which results in its designation as a hazardous substance. Hazardous substances (in reportable quantities) are significant if they are discharged (accidentally or intentionally) into or upon navigable waters or adjoining shorelines.

**Required Availability Date (RAD):** The date that end items and concurrent spare parts are committed to be available for transportation to an SAP recipient.

**Required Delivery Date (RDD):** The day materiel is actually required by a requisitioner and always a date earlier or later than the Standard Delivery Date.

**Retrograde Cargo:** A movement of materiel opposite of the normal flow, e.g., cargo returned from overseas to CONUS.

**Roll on/Roll off (RORO):** Loaded on or discharged from a vessel by rolling or driving instead of lifting. Can be either cargo on trucks or trailers, or the vehicles themselves.

**Routing Authority:** An activity which designates modes and/or provides routing instructions for shipments requiring clearance prior to movement.

**SEAVAN:** Commercial or Government-owned (or leased) shipping containers which are moved via ocean transportation without bogie wheels attached, i.e., lifted on and off the ship. In this regulation, the term SEAVAN includes MILVAN and MSCVAN unless specifically excluded.

**Security Assistance (SA):** The combination of the FMS and MAP/GA.

**Sensitive Cargo:** See Protected Cargo.

**Shipment Planning:** Concurrent and coordinated decisions between the warehousing, consolidating, packing, and transporting functions of shipping activities as to the composition of shipment units and their method of transportation.

**Shipment Unit:** One or more items assembled into one unit which becomes the basic entity for control throughout the transportation cycle.

**Shipment Units in Consolidation:** Two or more shipment units placed in one container (palletized unit load, SEAVAN, CONEX or RORO) which is moved to a breakbulk point or ultimate consignee as one shipment unit.

**Shipper:** A Service or Agency activity (including the contract administration or purchasing office for vendors) or a vendor that originates shipments. The functions performed include planning, assembling, consolidating, documenting, and arranging for movement of materiel.

**Shipper Service Control Office:** See Sponsoring Service Control Office.

**Shipping Agreement (Surface):** A nonexclusive contract between MSC and various commercial ocean carriers for unlimited cargo quantities to be lifted at competitively derived rates on scheduled vessels of participating carriers.

**Shipping Contract (Surface):** An exclusive contract between MSC and a commercial ocean carrier to provide for the shipment of cargo at negotiated rates to locations not served by berth term carriers.

**Special Assignment Airlift Mission (SAAM):** A mission by AMC (other than the 89th Military Airlift Wing) at the request of the Department of Army, Navy, or Air Force only. SAAMs cover four categories of operation.

1. Traffic originating for airlift at other than an APOE and terminating at any location.
2. Traffic originating for airlift at an APOE and terminating at other than an APOE.
3. Traffic originating at an APOE and terminating at an APOE but requiring singular or unusual consideration not available if moved as normal channel traffic.
4. Traffic originating at an APOE and terminating at a destination in the proximity of a channel route, channel extension, or flag stop.

**Split Shipment Unit:** A whole or partial shipment unit separated at a transshipment point into two or more increments with each increment identified and documented separately.

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**Sponsoring Service:** The Military Service authorizing payment for the movement of materiel.

**Sponsoring Service Control Office/Shipper Service Control Office (SSCO):**

An activity established by a Military Service or Agency to perform logistics management functions such as serving as an airlift clearance authority for CONUS export shipments, determining air eligibility, responding to tracing and status queries, expediting, and providing consignment instructions for mobile units.

**Standard Delivery Date (SDD):** A date computed by adding the individual UMMIPS time standards to the requisition date.

**Stowage Diagram:** A scaled drawing included in the loading plan of a ship for each deck or platform showing the exact location of all cargo. The diagram also contains pertinent items of the following data for each cargo space and deck stowage area; i.e., overall dimensions, location of obstructions, dimensions of the overhead hatch opening, dimensions of bow door or stern gage opening, minimum clearances to the overhead, bale cubic capacity, square feet of deck area, and the capacity of booms.

**Stowage Plan:** A completed stowage diagram showing cargo that has been loaded and its stowage location in each hold, between-deck compartment, or other space in a ship, including deck space. Each POD is indicated by colors or other appropriate means. Deck and between-deck cargo normally is shown in top view, while cargo stowed in the lower hold is shown in sideview, except that vehicles usually are shown in top view regardless of stowage.

**Tare Weight:** The weight of a container which, when deducted from the total weight of a shipment, provides the weight of the contents.

**Terminal:**

**Air:** A facility for loading and unloading aircraft and the intransit handling of traffic (passengers, cargo, and mail) moved by air.

**Water:** A facility for loading and unloading vessels and the intransit handling of traffic (passenger, cargo, and mail) moved by water.

**Theater:** The geographical area outside CONUS for which a commander of a unified or specified command has been assigned military responsibility.

**Through Government Bill of Lading (TGBL):** A bill of lading that is issued by a U.S. Government activity to document overseas, intermodal,

through movement of cargo from initial point of origin to final destination.

**Ton**: A unit of measurement or weight as follows:

**Short Ton (S/T)**: 2,000 pounds.

**Long Ton (L/T)**: 2,240 pounds.

**Measurement Ton (M/T)**: 40 cubic feet.

**Metric Ton (M.T.)**: 1,000 kilograms (2,204.6 pounds).

**Traffic Management**: The direction, control, and supervision of all functions incidental to the effective and economical procurement and use of transportation services.

**Transportation Account Code (TAC)**: A four digit code which identifies the appropriate Service, Agency, or contractor account to be charged for transportation.

**Transportation Component Command (TCC)**: The AMC, MSC, or MPMC.

**Transportation Control Number (TCN)**: A 17 position alphanumeric data element assigned to control a shipment unit throughout the transportation pipeline.

**Transportation Officer (TO)**: Person(s) designated to perform traffic management functions.

**Transportation Priority (TP)**: A number assigned to a shipment which establishes its movement precedence by air, land, or sea within the DTS.

**Transshipper**: Any transportation activity, other than the shipper or receiver, which handles or documents the transfer of a shipment between conveyances. A transshipper is usually a CCP, air or water POE, air or water POD, or breakbulk point. A transshipper may perform more than one type transshipment.

**Unit Load**: A pallet, module, or vehicle.

**Unitized Load**: One or more packaged items placed in a container or on a pallet and banded together as a unit.

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**Vessel Papers:** Abbreviated manifest showing TCNs of breakbulk shipments loaded aboard a vessel. It can be generated electronically or manually. If the cargo includes hazardous cargo (dangerous goods), a dangerous cargo list must accompany the abbreviated manifest. Vessel papers are given to the vessel master in lieu of the manifest.

**Water Clearance Authority (WCA):** An activity which controls and monitors the flow of cargo into ocean terminals (see Ocean Cargo Clearance Authority).

## Appendix B

### ACRONYMS

MILSTAMP contains many acronyms to reduce extensive repetition of lengthy terms or titles. The acronyms and their meanings are listed below:

<u>Acronym</u>	<u>Definition</u>
<b>A</b>	
AAFES	Army/Air Force Exchange Service
AAFM	Army/Air Force Motion Picture Service
AALPS	Automated Air Load Planning System
AB	Air Base
ACA	Airlift Clearance Authority
<b>ACP</b>	<b>Asset Capitalization Program</b>
ADPE	Automatic Data Processing Equipment
<b>ADSN</b>	<b>Accounting Disbursing Station Number</b>
AF	Air Force
AFB	Air Force Base
<b>AFCCP</b>	<b>Air Force Consolidation and Containerization Point</b>
<b>AFLC</b>	<b>Air Force Logistics Command</b>
AFMC	Air Force Materiel Command
AGS	Armed Guard Service
AID	Agency for International Development
AIG	Address Indicator Group
ALOC	Air Lines of Communication
AMC	Air Mobility Command
AMCL	Approved MILSTAMP Change Letter
AMT	Aerial Mail Terminal
APO	Army/Air Force Post Office
APOD	Aerial Port of Debarkation
APOE	Aerial Port of Embarkation
ARFCOS	Armed Forces Courier Service
ASA(I&L)	Assistant Secretary of the Army (Installations and Logistics)
ASD(P&L)	Assistant Secretary of Defense (Production and Logistics)
<b>ASI</b>	<b>Amended Shipping Instruction</b>
<b>ASO</b>	<b>Aviation Supply Office</b>
ATA	Air Transport Association
<b>ATAC</b>	<b>Advanced Traceability and Control</b>
ATCMD	Advance Transportation Control and Movement Data/Document
<b>AUEL</b>	<b>Automated Unit Equipment List</b>

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<u><b>Acronym</b></u>	<u><b>Definition</b></u>
AUTODIN	Automatic Digital Network
<b>B</b>	
<b>BCN</b>	<b>Bureau Control Number</b>
BII	Basic Issue Item
<b>C</b>	
CAA	Competent Authority Approval
CALM	Computer Aided Load Manifest
<b>CANUS-ILOC</b>	<b>Canada-United States Integrated Lines of Communication</b>
CASREP	Casualty Reporting
CBL	Commercial Bill of Lading
CCP	Consolidation and Containerization Point
CDCP	Central Data Collection Point
CEO	Certificate of Equivalency
CFDC	CONUS Freight Distribution Center
CFR	Code of Federal Regulations
COMRI	Communications Routing Indicator
COMSCEUR	Commander, Military Sealift Command, Europe
COMSCFE	Commander, Military Sealift Command, Far East
COMSCLANT	Commander, Military Sealift Command, Atlantic
COMSCMED	Commander, Military Sealift Command, Mediterranean
COMSCPAC	Commander, Military Sealift Command, Pacific
CONEX	Container Express
CONUS	Continental United States
CORM	Cargo Outturn Advisory and Reconciliation Message
CORMR	Cargo Outturn Advisory and Reconciliation Message Reply
CORS	Cargo Outturn Reporting System
CPO	Civil Post Office
CPP	Central Processing Point
CTO	Commercial Transportation Office
CTS	Courier Transfer Station
CU	Cube
cu.m	Cubic Meter
<b>D</b>	
DA	Department of the Army
DAAS	Defense Automatic Addressing System
DAR	Defense Acquisition Regulation (replaced by FAR)
<b>DBOF</b>	<b>Defense Business Operating Fund</b>
DCA	Defense Communications Agency
DDAC	Department of Defense Ammunition Code
DDN	Defense Data Network



<u>Acronym</u>	<u>Definition</u>
DDPS	Dual Driver Protective Service
DFAS	Defense Finance and Accounting Service
DI	Document Identifier
DIA	Defense Intelligence Agency
DLA	Defense Logistics Agency
DLMSO	Defense Logistics Management Standards Office
<b>DLR</b>	<b>Depot Level Repairables</b>
DLSS	Defense Logistics Standard Systems
DNA	Defense Nuclear Agency
DoD	Department of Defense
DoDAAC	Department of Defense Activity Address Code
DoDAAD	Department of Defense Activity Address Directory
DoDAC	Department of Defense Ammunition Code
DoD CSS	DoD Constant Surveillance Service
<b>DoDDs</b>	<b>DoD Dependent Schools</b>
DoDIC	Department of Defense Identification Code
DOT	Department of Transportation
DPM	Direct Procurement Method
DRI	Data Routing Indicator
<b>DRMO</b>	<b>Defense Reutilization and Marketing Office</b>
DSN	Defense Switched Network
DTC	Delivery Term Code
DTMR	Defense Traffic Management Regulation
<b>DTPPM</b>	<b>Defense Transportation Program Policy Memorandum</b>
DTS	Defense Transportation System
<b>E</b>	
EDI	Electronic Data Interchange
ESD	Electrostatic Sensitive Device
ETA	Estimated Time of Arrival
ETM	Electrically Transmitted Message
ETR	Export Traffic Release
<b>ETRR</b>	<b>Export Traffic Release Request</b>
<b>F</b>	
FAR	Federal Acquisition Regulation
FAS	Free Along Side
<b>FAX</b>	<b>Facsimile</b>
<b>FDT</b>	<b>First Destination Transportation</b>
FILDR	Federal Item Logistics Data Record
FMS	Foreign Military Sales
FOB	Free on Board
FPO	Fleet Post Office

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<u><b>Acronym</b></u>	<u><b>Definition</b></u>
FR	Federal Register
FSC	Federal Supply Classification
FSG	Federal Supply Group
FSS	Forward Supply Support
<b>FTS</b>	<b>Federal Telecommunications System</b>
<b>G</b>	
GA	Grant Aid
GAA	General Agency Agreement
GBL	Government Bill of Lading
GMT	Greenwich Mean Time
GS	Greater Security
GSA	General Services Administration
<b>H</b>	
HHG	Household Goods
HL	Heavy Lift
HMIS	Hazardous Material Information System
<b>I</b>	
IC	Interim Change
ICAO	International Civil Aviation Organization
ILCO	International Logistics Control Office
ILP	International Logistics Program
IMCO	Intergovernmental Maritime Consultative Organization
IMDGC	International Maritime Dangerous Goods Code
IRCS	International Radio Call Sign
ITGBL	International Through Government Bill of Lading
ITO	Installation Transportation Officer
<b>J</b>	
<b>JCS</b>	<b>Joint Chiefs of Staff</b>
JDC	Joint Deployment Community
<b>JLIN</b>	<b>Joint Line Item Number</b>
JS	Joint Staff
JTB	Joint Transportation Board
<b>K</b>	
KW	Kilowatt
<b>L</b>	
LASH	Lighter Aboard Ship
<b>LIN</b>	<b>Line Item Number</b>

<u>Acronym</u>	<u>Definition</u>
LPG	Liquified Petroleum Gas
LRU	Less Than Release Unit
L/S	Loading and Storage Group
L/T	Long Ton
<b>M</b>	
MAAG	Military Assistance Advisory Group
MAP	Military Assistance Program
MAPAC	Military Assistance Program Address Code
MAPAD	Military Assistance Program Address Directory
MASM	Military Assistance and Sales Manual
MCA	Movement Control Agency
<b>MCI</b>	<b>Military Customs Inspector</b>
<b>MCN</b>	<b>Military Construction Navy</b>
MILSTAMP	Military Standard Transportation and Movement Procedures
MILSTEP	Military Supply and Transportation Evaluation Procedures
MILSTRAP	Military Standard Transaction Reporting and Accounting Procedures
MILSTRIP	Military Standard Requisitioning and Issue Procedures
MILVAN	Military Van
<b>MIPR</b>	<b>Military Interdepartmental Purchase Request</b>
MOM	Military Ordinary Mail
<b>MRE</b>	<b>MEAL, Ready-to-eat</b>
<b>MRO</b>	<b>Material Release Order</b>
MRT	Military Rate Tender
MS	Motor Ship
MSC	Military Sealift Command
MSCVAN	An MSC leased/controlled SEAVAN or MILVAN
MSS	Motor Surveillance Service
M/T	Measurement Ton
M.T.	Metric Ton
MTMC	Military Traffic Management Command
MTMCEA	Military Traffic Management Command, Eastern Area
MTMCWA	Military Traffic Management Command, Western Area
MV	Motor Vessel
<b>MWR</b>	<b>Morale, Welfare and Recreation</b>
<b>N</b>	
NA	North American
NAF	Nonappropriated Fund
NARO	Naval Air Routing Order
NASA	National Aeronautics and Space Administration
NAVMTO	Navy Materiel Transportation Office

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<b><u>Acronym</u></b>	<b><u>Definition</u></b>
NAVSEACARCOORD	Naval Sea Cargo Coordinator
NAVSUPSYSCOM	Naval Supply Systems Command
<b>NCF</b>	<b>Naval Construction Force</b>
NEQ	Net Explosive Quantity
NEW	Net Explosive Weight
NLT	Not Later Than
NMCS	Not Mission Capable Supply
<b>NMF</b>	<b>National Motor Freight</b>
NMFC	National Motor Freight Classification
NOA	Notice of Availability
NOS	Not Otherwise Specified
NRSO	Navy Resale Systems Office
NS	Nuclear Ship
NSN	National/NATO Stock Number
<b>O</b>	
OASD	Office of Assistant Secretary of Defense
<b>OCBO</b>	<b>Ocean Cargo Booking Office</b>
OCCA	Ocean Cargo Clearance Authority
OD	Outsize Dimensions
OFFNR	Official Number (of a vessel)
OJCS	Organization of the Joint Chiefs of Staff
<b>O&amp;MNR</b>	<b>Operational and Maintenance, Naval Reserve</b>
ORM	Other Regulated Material
<b>ORMD</b>	<b>Other Regulated Material-D</b>
OSD	Office of the Secretary of Defense
<b>P</b>	
PAL	Parcel Airlift Mail
PCC	Postal Concentration Center
<b>PC&amp;H</b>	<b>Packing, Crating and Handling</b>
PCS	Permanent Change of Station
PD	Priority Designator
PDD	Priority Delivery Date
PMCL	Proposed MILSTAMP Change Letter
POD	Port of Debarkation
POE	Port of Embarkation
POL	Petroleum, Oil, and Lubricants
POP	Performance Oriented Packaging
POPS	Paperless Order Processing (Entry) System
POV	Privately Owned Vehicle
<b>PP&amp;A</b>	<b>Prepay and Add</b>
PPCIG	Personal Property Consignment Information Guide

<u>Acronym</u>	<u>Definition</u>
PPTMR	Personal Property Traffic Management Regulation
<b>PSN</b>	<b>Proper Shipping Name</b>
PSS	Protective Security Service
<b>Q</b>	
QUICKTRANS	Quick Transportation
<b>R</b>	
RAD	Required Availability Date
RDD	Required Delivery Date
<b>RDTEE</b>	<b>Research, Development, Test and Evaluation</b>
REAL	Routine Economic Air Lift (Army)
REEFER	Refrigerated Shipping Container
REPSHIP	Report of Shipment
<b>RFI</b>	<b>Ready for Issue</b>
RG	Rate Guide
RI	Routing Indicator
ROD	Report of Discrepancy
RORO	Roll On/Roll Off
RP or rp	Record Position
RQ	Reportable Quantity
RSS	Rail Surveillance Service
RU	Release Unit
<b>S</b>	
<b>SA</b>	<b>Security Assistance</b>
<b>SAAC</b>	<b>Security Assistance Accounting Center</b>
SAAM	Special Assignment Airlift Mission
SAM	Space Available Mail
<b>SAMM</b>	<b>Security Assistance Management Manual</b>
SAP	Security Assistance Program
SCAC	Standard Carrier Alpha Code
SDD	Standard Delivery Date
<b>SDT</b>	<b>Second Destination Transportation</b>
SEABEE	Sea Barge
SEALNO	Seal Number
SEAVAN	Commercial/Government-owned/leased shipping container
SEVS	Security Escort Vehicle Service
SII	Special Instruction Indicator
SN	Seal Number
<b>SPCC</b>	<b>Ships Parts Control Center</b>
SS	Steam Ship
SSCO	Sponsoring/Shipper Service Control Office

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<b><u>Acronym</u></b>	<b><u>Definition</u></b>
SSS	Signature Security Service
S/T	Short Ton
<b>STANAG</b>	<b>Standard NATO Agreements</b>
STR	Signature and Tally Record
STS	Scheduled Truck Service
T	
TAC	Transportation Account Code
TBN	To Be Named
TC AIMS	Transportation Coordinators' Automated Information Management System
TC ACCIS	Transportation Coordinator Automated Command and Control Information System
<b>TCC</b>	<b>Transportation Component Command</b>
TCMD	Transportation Control and Movement Document/Data
TCN	Transportation Control Number
TDA	Turkish Defense Affairs
TDR	Transportation Discrepancy Report
TDY	Temporary Duty
TGBL	Through Government Bill of Lading
TGS	Turkish General Staff
TMO	Traffic Management Officer
TO	Transportation Officer
TP	Transportation Priority
TP-4	Deferred Air Freight
TSS	Tank Surveillance Service
U	
UFC	Uniform Freight Classification
<b>UIC</b>	<b>Unit Identification Code</b>
<b>ULN</b>	<b>Unit Line Number</b>
UMMIPS	Uniform Materiel Movement and Issue Priority System
UN	United Nations
USA	United States Army
USAF	United States Air Force
USCG	United States Coast Guard
USMC	United States Marine Corps
USN	United States Navy
USNS	United States Navy Ship
USPS	United States Postal Service
USTRANSCOM	United States Transportation Command

<u>Acronym</u>	<u>Definition</u>
<b>V</b>	
VN	Van Number
<b>W</b>	
WCA	Water Clearance Authority
WPLO	Water Port Liaison Office
WPOD	Water Port of Debarkation
WPOE	Water Port of Embarkation
<b>WRALC</b>	<b>Warner Robbins Air Logistics Command</b>
WT	Weight
<b>Z</b>	
ZIP	Zone Improvement Plan

## APPENDIX C

### TRANSPORTATION CONTROL NUMBER (TCN)

1. General. The TCN is a 17 character data element assigned to control and manage every shipment unit throughout the transportation pipeline. The TCN for each shipment is unique and not duplicated. For shipments other than SEAVANs and personal property, the 17 digit TCN is essentially a four part number composed of a DoDAAC, Julian date, serial number, and suffix. The first three parts of the TCN for MILSTRIP shipments are normally the requisition number, found on such documents as the DD Form 1348-1, DD Form 1149, or a contract. For most other shipments, the TCN is constructed in the same standard four part format. The SEAVAN TCN (assigned by the WCA/OCCA) differs from the standard by inclusion of a voyage number instead of a Julian date and by using the suffix to identify container service payment responsibility and the container type. The personal property TCN has a totally unique construction derived from the sponsoring members Service, social security number, shipment pickup/turn-in date, and the type of personal property being shipped. TCN construction for the various types of shipments is detailed in the paragraphs listed below.

<u>Type of Shipment</u>	<u>Paragraph</u>
a. Shipments in response to MILSTRIP requisitions (other than Security Assistance)	2
b. Security Assistance (FMS/MAP) shipments	3
c. Nonappropriated Fund Activity shipments	4
d. Unit move shipments	5
e. Shipments by the Armed Forces Courier Service (ARFCOS)	6
f. Shipments of mail from postal activities	7
g. Cargo shipments (except personal property) not detailed previously	8
h. Personal property shipments	9



- i. Shipment of a SEAVAN/MILVAN (TCN assigned by the clearance authority) 10

**2. Shipments in Response to MILSTRIP Requisitions (other than security assistance)**

TCN rp	TCMD rp	Explanation
1-14	30-43	Enter the 14 position (rp 30-43) MILSTRIP requisition document number. If the shipment unit contains multiple requisitions, use any of the document numbers, but ensure the earliest RDD (if any) is reflected on the shipment label (DD Form 1387) and TCMD (DD Form 1384).
15	44	Enter the suffix code (rp 44) if shown on the DD Form 1348-1; if none, enter "X."
16	45	Enter the partial shipment code (see paragraph 11., this appendix).
17	46	Enter the split shipment code (see paragraph 11., this appendix).

**3. Security Assistance (FMS/MAP) Shipments**

TCN rp	TCMD rp	Explanation
1-14	30-43	Enter the 14 position (rp 30-43) MILSTRIP requisition document number. If the shipment unit contains multiple requisitions (permitted by chapter 2, paragraph B.1.b(5)(b)7), use any of the document numbers, but ensure the earliest RDD (if any) is reflected on the shipment label (DD Form 1387) and TCMD (DD Form 1384).
15	44	Enter the suffix code (rp 44) if shown on the DD Form 1348-1; if none, enter "X."
16	45	Enter the partial shipment code (see paragraph 11.).

17            46            Enter the split shipment code (see paragraph 11.).

**4. Nonappropriated Fund Activity Shipments**

<u>TCN</u> <u>rp</u>	<u>TCMD</u> <u>rp</u>	<u>Explanation</u>
1-6	30-35	Enter the DoDAAC of the consignee/ordering activity, if assigned; if not, enter the DoDAAC of the facility where the consignee/orderer is located.
7	36	Enter the last digit of the calendar year shown on the purchase order or in which the shipment is made.
8-10	37-39	Enter the day of the year shown on the purchase order, or when the TCN is constructed.
11	40	Enter the type shipment code from the following list: M -     Service clubs and messes. W -     Welfare and recreation (Special Services). N -     All other non-AAFES/NRSO NAF shipments. 0-9 -    AAFES/NRSO purchase orders or any alpha except I, L, M, N, O, V, or W.
12-14	41-43	Enter the last three digits of the purchase order number or any alphanumeric, except I or O, for AAFES/NRSO shipment identification.
15	44	Enter the letter "X" unless the shipment unit must be shipped from multiple plant or warehouse locations. For multiple locations, identify each shipping point alphabetically as indicated below: A -     First location B -     Second location C -     Third location D-Z -    Fourth through 23d locations (do not use the letters I, O, or X).

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- |    |    |  |
|----|----|--|
| 16 | 45 | Enter the partial shipment code (see paragraph 11.). |
| 17 | 46 | Enter the split shipment code (see paragraph 11.).   |

**5. Unit Move Shipments.** TCNs for unit moves will be constructed as described in appendix G, paragraph 5.

**6. Shipments by the Armed Forces Courier Service (ARFCOS)**

TCN <u>rp</u>	TCMD <u>rp</u>	<u>Explanation</u>
1-3	30-32	Enter the letter "CTS."
4-6	33-35	Enter the identifier code (from appendix F, paragraph (6)) for the air terminal at which the origin Courier Transfer Station (CTS) is located. If not collocated, enter the identifier code for the air terminal nearest the origin CTS.
7	36	Enter the last digit of the calendar year.
8-10	37-39	Enter the day of the year.
11	40	Enter the letter "X."
12-14	41-43	Enter a serial number without any duplication on the day shown in positions 8-10 (rp 37-39). Use the numbers 001 through 999 in sequence. Additional numbers, if needed, should use alphanumeric, e.g., A01, A02, ...A99, B01, B02, etc.
15-17	44-46	Enter the letters "XXX."

**7. Shipments of Mail from Postal Activities**

TCN <u>rp</u>	TCMD <u>rp</u>	<u>Explanation</u>
1-6	30-35	Enter the abbreviation or ZIP code (preceded by an 0) of the postal activity making the shipment, e.g., NYCPCC, FRFAMT, 009633.

7	36	Enter the last digit of the calendar year.
8-10	37-39	Enter the day of the year.
11	40	Enter the letter "X."
12-14	41-43	Enter a serial number without any duplication on the day shown in positions 8-10 (rp 37-39). Use the numbers 001 through 999 in sequence. Additional numbers, if needed, should use alphanumeric, e.g., A01, A02, ...A99, B01, etc.
15-17	44-46	Enter the letters "XXX."

**8. Cargo Shipments (except personal property) Not Detailed Previously**

<u>TCN</u> <u>rp</u>	<u>TCMD</u> <u>rp</u>	<u>Explanation</u>
1-6	30-35	Enter the DoDAAC of the activity assigning the TCN.
7	36	Enter the last digit of the calendar year.
8-10	37-39	Enter the day of the year the TCN is assigned.
11	40	Enter the type shipment code from the following list: R - Red disk, unit moves. S - Subsistence, resale. T - Subsistence, issue. X - Miscellaneous (not otherwise listed here). Z - Unit organizational equipment other than red or yellow disk (unit moves).
12-14	41-43	Enter a serial number without any duplication on the day shown in positions 8-10 (rp 37-39). Use the numbers 001 through 999 in sequence. Additional numbers, if needed, should use alphanumeric, e.g., A01, A02, ...A999, B01, B02, etc.
15	44	Enter the letter "X" unless the shipment unit must be shipped from multiple plant or warehouse

locations. For multiple locations, identify each shipping point alphabetically as indicated below:

- A - First location
- B - Second location
- C - Third location
- D-Z - Fourth through 23d locations (do not use the letters I, O, or X).

- |    |    |  |
|----|----|--|
| 16 | 45 | Enter the partial shipment code (see paragraph 11.). |
| 17 | 46 | Enter the split shipment code (see paragraph 11.).   |

#### 9. Personal Property Shipments

TCN <u>rp</u>	TCMD <u>rp</u>	<u>Explanation</u>
1	30	Enter the code for the Service or Agency sponsoring (paying for) the shipment as indicated by the first position of the TAC (see appendix J, paragraph 7.a.).
2	31	Enter the last digit of the fiscal year in which the member/employee officially leaves his/her current duty station. If the shipment is not a result of transfer orders (e.g., early return of dependents, deserters), use the last digit of the fiscal year of shipment.
3-5	32-34	For POVs, enter the day of the year of delivery to the original POE. For all other personal property, enter the day of the year the shipment is to be picked up from the member/employee or storage. <sup>1</sup>
6-14	35-43	Enter the member's/employee's social security number.

---

<sup>1</sup> To preclude duplication of TCNs, if multiple shipments of the same type (position 15) are to be picked up on the same day, for the same person, regardless of origin or destination, the shipments are documented as partial shipments (position 16).

- 15            44            Enter the type shipment code from the following list:
- B - Unaccompanied baggage (DPM)
  - J - Unaccompanied baggage (TGBL)
  - H - Household goods (DPM)
  - K - Household goods (TGBL)
  - P - POV
- 16            45            Enter the partial shipment code (see paragraph 11.).
- 17            46            Enter the split shipment code (see paragraph 11.).

10. Shipment of a SEAVAN/MILVAN

TCN rp	TCMD rp	<u>Explanation</u>
1-6	30-35	Enter the DoDAAC of the activity loading shipments into the SEAVAN/MILVAN.
7-10	36-39	Enter the last four positions of the voyage document number assigned during booking. Once assigned, do not change even if the SEAVAN actually moves on a different voyage (see appendix F, paragraph 16.b.).
11	40	Enter the letter "V."
12-14	41-43	Enter the serial number assigned by the clearance authority or booking office.
15-16	44-45	The SEAVAN service codes provided by the clearance authority indicate the extent of service for which the ocean carrier is paid. Select codes from the following list and enter the origin service in position 15 (rp 44) and the destination service in position 16 (rp 45). When the ocean carrier's responsibility for movement begins or ends:

K - At the carrier's terminal (pier service).

L - In the commercial zone of the U.S. port city or, outside the United States, within 10 miles of the port city limits. Certain port cities which are divided into modified zones as listed in the MSC Container Agreement and Rate Guide are assigned codes 1-9 instead of L. (local drayage).

M - At any point not covered by codes K, L, or 1-9.

P - Same as code M, except that one or more scheduled stop-offs enroute to final destination have been booked with the ocean carrier. Does not apply to local deliveries performed at the expense of the U.S. Government.

S - Same as code T, except that one or more scheduled stop-offs have been booked. Similar to code P.

T - Same as code L, M, or 1-9, except cargo is booked as a "single factor" through shipment.

1-9 In a modified zone for certain port cities as defined in the MSC Container Agreement and Rate Guide. The number codes used correspond with the zone number in the rate guide.

17	46	Enter the type of SEAVAN from the following list:
		2 - Dry cargo
		3 - Platform or flatbed
		4 - Open top
		5 - Refrigerated
		6 - Top filling
		7 - Insulated
		8 - Open frame or rack
		9 - Tank type
		X - Special or experimental
		A - High cube dry van (9 ft 6 in or higher)
		<b>B - High cube refrigerated</b>
		<b>C - High cube insulated</b>

**D - Trailer**  
**E - Dry rail car**  
**F - Reefer rail car**  
**G - Garment container**  
**H - Rail flatrack**

11. **Partial and Split Shipments.** The partial and split shipment codes indicate whether or not a shipment unit is separated into increments and, if separated, identify the specific increments. Cargo identified, by DI TU\_, as assemblies or sets which must move together in a shipment unit are not divided into partial or split shipments. The partial and split shipment codes are required to ensure a 17 digit TCN is not duplicated. While the same letter codes are used for both partial and split shipment entries, the partial shipment entry (position 16, rp 45) is made by the shipper and the split shipment entry (position 17, rp 46) is made by the transshipper. The only time a shipper makes a split shipment entry is for shipments of vehicles with detached component parts as explained in figure D-8. The assignment of partial and split shipment codes differ for surface and air shipments as explained in subparagraphs a. and b. below.

a. Assignment of partial and split shipment codes for surface movement (TCN positions 16 and 17, rp 45 and 46).

(1) General. The partial and split shipment codes for surface cargo provide a method to document separate increments of shipment units just like they do for air cargo.

(2) Surface Partial Shipment Codes (TCN position 16, rp 45).

(a) When assigning a TCN to surface cargo, the shipper selects a partial shipment code from paragraph 11.a.(4) below, for each increment of the shipment unit moved on a separate conveyance. The shipper enters the selected partial shipment code in position 16 (rp 45) of the TCN and enters the letter "X" in position 17 (rp 46), except as indicated in paragraph 11., above for detached component parts of vehicles.

(b) Partial shipment codes used for surface shipments; see examples in paragraph 11.a.(4) below (I and O are omitted and X is used only for shipments which have not been separated into partials).

(3) Split Shipment Code (TCN position 17, rp 46). As indicated in paragraph 11.a.(2) (a) above, the shipper enters the letter "X" in position 17 (rp 46) of the TCN. The transshipper does not alter the



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TCN unless it is necessary to split the shipment unit and move it onward by more than one conveyance. Such a split includes loading into more than one SEAVAN/MILVAN/RORO, but stowage in multiple holds on the same ship is indicated by separate manifest entries showing stow location, not a split TCN. When splitting the shipment unit, the transshipper selects a code from paragraph 11.a.(4) below, and enters it in position 17 (rp 46) of the TCN.

(4) Partial and split shipment codes used for surface shipments; see examples in paragraph 11.a.(5) below. I and O are omitted and X is used only for shipments which have not been separated into partials or splits.

<u>Code</u>	<u>Shipment Increment</u>
X	Entire shipment unit moved together
A	1st increment of a partial or split shipment
B	2d
C	3d
D	4th
E	5th
F	6th
G	7th
H	8th
J	9th
K	10th
L	11th
M	12th
N	13th
P	14th
Q	15th
R	16th
S	17th
T	18th
U	19th
V	20th
W	21st
Y	22d

Z                    23d and last increment of a partial or split shipment.<sup>2</sup>

(5) Examples of partial and split shipment code assignment for surface movement:

TCN Position 16/17

(a) A shipment unit moving as a complete unit from the origin shipper                    XX

(b) A shipment unit partialized into three increments for movement from the shipper:

1st partial	AX
2d partial	BX
3d partial	CX

(c) A complete shipment unit (XX) split into three increments by the surface transshipper:

1st partial	XA
2d partial	XB
3d partial	XC

(d) A partial shipment unit (AX) from the origin shipper that is split into three increments by the surface transshipper:

---

<sup>2</sup> If the shipment unit is divided into more than 23 partial or split increments, except for ammunition and explosives, or shipments under the Security Assistance program (FMS/MAP), an additional TCN is constructed according to the procedures in paragraph 8., above. That additional TCN, with partials or splits as necessary, is used for the 24th and each subsequent increment. Precise controls necessary on ammunition, explosives, and FMS/MAP shipments restrict the assignment of additional TCNs. If shipments of ammunition or explosives, under the FMS/MAP program exceed 23 increments, an additional document number suffix is obtained from the inventory control point or for FMS, the responsible ILCO, and a TCN constructed as outlined in paragraph 2., above.

1st split of partial A	AA
2d split of partial A	AB
3d split of partial A	AC

b. Assignment of Partial and Split Shipment Codes for Air Movement (TCN Positions 16 and 17, rp 45 and 46).

(1) General. The partial and split shipment codes for air cargo provide a method to document separate increments of shipment units just like they do for surface cargo. In addition, the codes are used for actual piece control in the air system.

(2) Air Partial Shipment Codes (TCN position 16, rp 45).

(a) When assigning a TCN to air cargo, the shipper selects a partial shipment code from paragraph 11.b.(2)(b) below, for each increment of the shipment unit moved on a separate conveyance. In addition, by assigning each 23 pieces (or fraction thereof) a separate partial shipment code, the shipper ensures no increment (partial) contains more than 23 pieces. Limiting each increment (partial) to 23 pieces allows the transshipper to assign a split shipment code to each piece. The shipper enters the selected partial code in position 16 (rp 45) of the TCN and (except as indicated in paragraph 11., above for detached component parts of vehicles) enters the letter "X" in position 17 (rp 46).

(b) Partial shipment codes used for air shipments; see examples in paragraph 11.b.(4) below (I and O are omitted and X is used only for shipments which have not been separated into partials).

<u>Code</u>	<u>Shipment Increment</u>
X	Complete shipment unit not separated into increments (and containing 23 pieces or less)
A	1st increment of a partial shipment (and containing 23 pieces or less)
B	2d
C	3d
D	4th
E	5th
F	6th
G	7th
H	8th
J	9th
K	10th

L	11th
M	12th
N	13th
P	14th
Q	15th
R	16th
S	17th
T	18th
U	19th
V	20th
W	21st
Y	22d
Z	23d increment (see note 2, paragraph 11.a.(4) above).

(3) Split shipment code (TCN position 17, rp 46).

(a) As indicated in paragraph 11.b(2)(a) above, the shipper enters the letter "X" in position 17 (rp 46) of the TCN. Whenever the air shipment contains more than one piece, the transshipping air terminal entering the shipment into the air system selects a split shipment code from paragraph 11.b(3)(b) below, and (on the air manifest documents only) enters it in TCN position 17 (rp 46) instead of the letter "X."

(b) Split shipment codes used for air shipments; see examples in paragraph 11.b.(4) below. I and O are omitted, X is used only for shipments which have only one piece.

<u>Code</u>	<u>Shipment Increment</u>
X	Complete shipment unit consisting of only one piece
A	1st piece of a shipment unit containing multiple pieces
B	2d piece
C	3d
D	4th
E	5th
F	6th
G	7th
H	8th
J	9th
K	10th
L	11th
M	12th
N	13th

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P	14th
Q	15th
R	16th
S	17th
T	18th
U	19th
V	20th
W	21st
Y	22d
Z	23d piece of a shipment unit

(c) Examples of partial and split shipment code assignment for air movement:

TCN Position 16/17

- |     |  |    |
|-----|--|----|
| (a) | A shipment unit consisting of only one piece                               | XX |
| (b) | A shipment unit consisting of three pieces:                                |    |
|     | 1 As it leaves the shipper   | XX |
|     | 2 As it leaves the air terminal:   |    |
|     | 1st piece  | XA |
|     | 2d piece   | XB |
|     | 3d piece   | XC |
| (c) | A shipment unit as it leaves the shipper partialled into three increments: |    |
|     | 1st increment  | AX |
|     | 2d increment   | BX |
|     | 3d increment   | CX |

## Appendix D

### TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT/DATA PREPARATION

1. This appendix contains TCMD preparation instructions for the various types of shipments in the DTS. The basic requirements for preparation of the TCMD are detailed in chapter 2, paragraph B.2. The required TCMD entries for the various types of shipments are determined by referring to the decision table in figure D-1. Instructions for obtaining, selecting, and/or constructing the various data entries on TCMDs are detailed in the explanatory notes of figures D-2 through D-18 and in other sections of MILSTAMP, principally chapter 2, paragraph B.1.b. While all of the formats contain the same basic information about a shipment, the automated format is used whenever both the preparing and receiving activities are able to prepare, transmit, and receive automated data.

2. Certain rules apply to all TCMD entries.

a. Unless otherwise stated in figures D-2 through D-24, all data fields are filled, by using zeros if necessary.

b. All quantities are stated in whole numbers. Fractions or decimals are rounded to the next higher whole number.

c. If obtaining exact information will delay transmission of advance TCMDs beyond the time requirements listed in chapter 2, figures 2-B-3 and 2-B-5, estimated weight and cube may be used for personal property shipments and shipments from vendors. Whenever using estimated weight or cube, enter "EEEE" in block 22/column 44a (rp 68-71) instead of the number of pieces.

d. Data entries are compiled in numeric/alphabetic order using the third position of the document identifier for each shipment unit.

(1) For single shipment units, trailer data entries (T\_5 through T\_9) immediately follow the prime data entry T\_0/1 through T\_4 to which they apply.

(2) For consolidated shipments, the prime data entries (T\_4) with related trailer data entries (T\_5 through T\_9) immediately follow

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the consolidation container prime data entries (T\_2/T\_3) and related data (T\_9).

3. Certain types of shipments are exceptions to the normal TCMD preparation rules or have other special requirements.

a. Detached component parts moving with a vehicle are documented on a TCMD as a separate shipment unit by use of the split shipment indicator.

b. SEAVAN shipments moving to a WPOE under terms of the MSC Container Agreement and Rate Guide, and not on a GBL or CBL, require an additional TCMD prepared as detailed in figure D-5. In addition to the entries shown in figure D-5, the van number and seal number prefixed by "VN" and "SN" respectively, are entered in block 21 of the additional DD Form 1384 (TCMD). In accordance with Title 49, CFR (reference (m)), when hazardous and nonhazardous material are listed on these SEAVAN TCMDs, the hazardous material content records, i.e., T\_4 records with hazardous water commodity codes and their accompanying T\_6, T\_7, and T\_9 records must be listed first.

c. Some shipments of DoD logistics materiel destined to Turkey require prior clearance from the Turkish General Staff (TGS). Shippers contact the TGS prior to shipping arms, ammunition, generators (60KW and above), vehicles, and nonregistered equipment and supplies consigned to U.S. Forces in Turkey. Turkish Defense Affairs (TDA) numbers for assets listed in categories 3.c.(2) through (5) below, consigned to the 528th U.S. Army Artillery Group, Cakmakli, Turkey and U.S. Army Field Station, Sinop, Turkey must be obtained from those units prior to shipment (see paragraph 3.c.(1) below). The TGS assigns a TDA Number to each shipment cleared for import into Turkey. The TDA number (preceded by "TDA") is included as trailer data (DI T\_9) on the TCMD prior to releasing the shipment for movement to the POE. Shippers obtain the TDA number by submitting one of the messages illustrated below.

(1) Message addressees are:

CDR 528TH USAAG CAKMAKLI TU//AESE-T-D//

CDR USAFLDSTA SINOP TU//IAEN-LG//

Information copies of such messages will also be addressed to:

CHJUSMMAT ANKARA TU//TDAI//

(2) Arms or ammunition:

TO: 39 TACG INCIRLIK TU/LGSCA (for arms)

39 TACG INCIRLIK TU/MAEK (for ammunition)

INFO: HQ TUSLOG ANKARA AS TU/LGS

JUSMMAT ANKARA AS TU/TDAI

UNCLAS

SUBJECT: (WEAPONS) or (MUNITIONS)

1. Request TGS approval be provided for the following:
  - A. Action requested: (import, export, transfer)
  - B. Origin:
  - C. Destination:
  - D. Transfer point within Turkey:<sup>1</sup>
  - E. DoDIC:
  - F. Nomenclature: (use complete nomenclature found in appropriate technical orders or supply manuals)
  - G. Quantity: (rounds/each individual item)
  - H. TGS authorized quantity:<sup>1</sup>
  - I. Current quantity onhand:<sup>1</sup>
  - J. Previous requests approved by TGS, but not yet received: (for same type weapon/munition, indicate TDA number and quantity)<sup>1</sup>
  - K. Previous request pending TGS approval: (indicate date-time group of the message)<sup>1</sup>
  - L. Mode of Transportation:

---

<sup>1</sup> Information for items D,H,I,J and K is provided by the in country organization.



(3) Generators:

TO: HQ TUSLOG ANKARA AS TU/LGT//

INFO: JUSMMAT ANKARA AS TU/TDAI//

UNCLAS

SUBJECT: USCCOT 25 CARGO CLEARANCE, GENERATORS

1. Request authorization to import/export/move the following generator(s).

Generator serial number\_\_\_\_\_, model number\_\_\_\_\_ brand/manufacturers name\_\_\_\_\_, fixed, mobile or power rating\_\_\_\_\_.

A. The generator(s) will be imported/exported/moved from\_\_\_\_\_ to\_\_\_\_\_.

B. The port of (entry/exit) will be: (location)

C. Mode of Transportation:

D. Estimated date of (entry/exit): 2

E. Reason for import/export/move: (provide clear text rationale which conveys the purpose. Reason such as "In accordance with approved project(s)" is unacceptable.)

2. Point of contact for (requesting office) is (name and DSN number).

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<sup>2</sup> See footnote 1 on previous page.

(4) Vehicles:

TO: HQ TUSLOG ANKARA AS TU/LGT//

INFO: JUSMMAT ANKARA AS TU/TDAI//

UNCLAS

SUBJECT: U.S. GOVERNMENT VEHICLES

1. Request TGS approval for the following shipment of vehicle(s):

- A. Action Requested: (import, export, or transfer)
- B. Origin:
- C. Destination within Turkey:
- D. Transfer point within Turkey:<sup>3</sup>
- E. Type Vehicle:
- F. Weight:
- G. Registration Number:
- H. Transportation Control Number:<sup>3</sup>
- I. Method/Mode of movement to CONUS POE:<sup>3</sup>
- J. Approximate date of movement:<sup>3</sup>
- K. Estimated date shipment will arrive at DoD port of entry

into Turkey:<sup>3</sup>

2. Point of contact for (requesting office) is (name and DSN number).

(5) Nonregistered equipment/supplies, i.e., analyzers (spectrom), antennas, computers, demodulators, demultiplexers, plotters, receivers, records, synchronizers, timing systems, tuners, and visicorders requiring a clearance:

TO: TUSLOG ANKARA AS TU/LGS//

INFO: JUSMMAT ANKARA AS TU/TDAI//

d. QUICKTRANS shipments may be documented on a DD Form 1384, a DD Form 1348-1A, or other document with all required TCMD data entries. Instructions for adding QUICKTRANS information to DD Form 1384 and DD Form 1348-1A are detailed in figure D-23. CONUS export shipments moving to the POE by QUICKTRANS must still be documented, cleared, and processed

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<sup>3</sup> See footnote 1 on page D-3.

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as outlined throughout MILSTAMP; the QUICKTRANS documentation is in addition to the normal DTS documentation.

4. The documentation for consolidated shipments detailed in this appendix results in document integrity throughout the consolidation. When single consolidations occur, the consolidation container (e.g., SEAVAN) is tied to the individual shipment unit by the entries in block 2/column 33 (rp 4-8). When double consolidations occur, the major consolidation container (e.g., SEAVAN) is tied to the secondary consolidation container (e.g., multiwall) by the entries in block 2/column 33 (rp 4-8). In turn, the secondary consolidation container (i.e., multiwall) is tied to the individual shipment unit by the entries in block 3/column 34 (rp 9-14).

5. The procedures for preparing an advance TCMD in Electrically Transmitted Message (ETM) format are detailed in figure D-24.

### DECISION TABLE FOR TCMD PREPARATION

When preparing a TCMD, determine which data entries are required by referring to this decision table. For every listing in column A that applies, complete the documents described in the figures listed in column B. Every shipment unit must have at least one prime entry (T\_0/1, T\_2, T\_3, or T\_4).

#### Column A

If the shipment is:

#### Column B

Then a TCMD entry is prepared for every applicable category listed in column A by following the instructions in each figure listed for the various document identifiers in column B.

	T_0/1	T_2	T_3	T_4	T_5	T_6	T_7	T_8	T_9
1. A single shipment unit:									
a. Not in a consolidation container.	D_2					D_9			
b. In any consolidation container.				D_7					
c. Outsized.					D_8				
d. Hazardous material (HM):									
(1) Ammunition or explosives.						D_9	D_10		D_15
(2) All other HM.						D_9			D_15
e. A Government vehicle, trailer, wheeled gun, or aircraft.					D_8				
f. Personal property and:								D_11	
(1) Consigned to a civil address.									D_16
(2) Unaccompanied baggage belonging to TDY USAF personnel.									D_16
2. Made through ARFCOS.	D_3					D_9			
3. A RORO trailer (containing cargo).		D_4				D_9			
4. A SEAVAN/MILVAN (containing cargo).		D_5				D_9			D_13
a. With stop-offs enroute.									D_14
5. A CONEX, unitized pallet, or other consolidation container, other than a SEAVAN, MILVAN, or RORO.			D_6			D_9			
6. An empty SEAVAN, MILVAN, or CONEX.	D_2								D_13
7. Anything requiring additional information not listed above.									D_12
8. Moving by QUICKTRANS.	D_23								

Figure D-1

**Prime Data TCMD Entries for Single Shipment Units (DI T\_0/1) (Including Empty SEAVAN/MILVAN/CONEX)**

Prime Data rp	DD Form 1384 Block	Procedure
1-3	1	Enter three position code. The first position is always T. The second and third digits are selected from the list in appendix F8, paragraph 2.
4-8	2	Enter the trailer, van, or container number, if any, as explained in appendix F6. If none, leave blank. For air shipments, enter the FSC in rp 5-8. Leave rp 4 blank. For Army shippers, the Army ACA will provide FSC data to USTRANSCOM, as required.
9-14	3	Enter the DoDAAC of the consignor. The in-the-clear address may be added on the DD Form 1384.
15-19	4	Enter the applicable air commodity code from appendix F2, or water commodity code from appendix F20.  For water, enter a five position code. For air, enter a two position code in rp 18-19. For short shelf-life items, enter one of the following codes in rp 15. "K" for GSA managed sealants/adhesives, "M" for medical items, or "X" for all other short shelf-life items.
20	5	For air, enter a code from appendix F3.
21-23	6	Enter the appropriate aerial or water port identifier code from appendix F4 or F21.
24-25	7	Enter the appropriate aerial or water port identifier code from appendix F4 or F21.
27	8	Enter the mode/method code from appendix F13 for movement from the origin to the POE.
28-29	9	Enter type pack code from appendix F14.
30-46	10	Enter the shipment unit TCN.

**Figure D-2**

**Prime Data TCMD Entries for Single Shipment Units (DI T\_0/1) (Including Empty SEAVAN/MILVAN/CONEX)**

47-52	11	Enter DoDAAC of the consignee. The in-the-clear address may be added on the DD Form 1384. For personal property, identify the military activity responsible for receiving/processing the shipment at destination.
53	12	Enter the transportation priority.
54-56	13	Enter the RDD, if any. (See chapter 2, paragraph B.1.b.(3).)
57-59	14	Enter the project code, if any. (See chapter 2, paragraph B.1.b.(4).)
60-62	15	Enter the code for the date the shipment moved to the POE from appendix F7.
63	16	Enter the ETA code from appendix F9.
64-67	17	Enter the shipment unit TAC.
68-71	22	Enter total number of pieces in shipment unit. (See chapter 2, paragraph B.1.b.(7)(d).) When shipping a Government vehicle, trailer, wheeled gun, or aircraft with BII, see footnote 10, figure D-8.
72-76	23	Enter total weight of shipment unit. (See chapter 2, paragraph B.1.b.(7)(d).)
77-80	24	Enter total cube of shipment unit. (See chapter 2, paragraph B.1.b.(7)(d).)

**Figure D-2 (Cont.)**

**Prime Data TCMD Entries for Single Shipments by the Armed Forces Courier Service (ARFCOS)**

Prime Data rp	DD Form 1384 Block	Procedure
1-3	1	Enter TC1.
4-8	2	Leave rp 4 blank and enter the FCS in rp 5-8.
9-14	3	Enter CTS plus the APOE air terminal identifier code.
15-17	4	Leave blank.
18-19	4	Enter the air commodity code from appendix F2.
20	5	Enter a code selected from appendix F3.
21-23	6	Enter the APOE air terminal identifier code.
24-25	7	Enter the APOD air terminal identifier code.
27	8	Enter 9 if CTS and APOE are collocated; otherwise, enter X.
28-29	9	Enter type pack code from appendix F14.
30-46	10	Enter the TCN. (See appendix C, paragraph 6.)
47-52	11	Enter CTS plus the APOD air terminal identifier code.
53	12	Enter the transportation priority.
54-56	13	Leave blank.
57-59	14	Leave blank.
60-62	15	Enter the GMT code from appendix F3 for the date shipment released to the APOE.

**Figure D-3**

**Prime Data TCMD Entries for Single Shipments by the Armed Forces Courier  
Service (ARFCOS)**

63	16	Enter the ETA code from appendix F9.
64-67	17	Enter 0003.
68-71	22	Enter total pieces in shipment unit.
72-76	23	Enter total weight of shipment unit.
77-80	24	Enter total cube of shipment unit.

**Figure D-3 (Cont.)**



Prime Data TCMD Entries for Loaded RORO Trailers (DI T\_2)

Prime Data rp	DD Form 1384 <u>Block</u>	<u>Procedure</u>
1-3	1	Enter three position code. The first position is always T. The second position is selected from appendix F8, paragraph 2. For RORO trailers, the third position is two.
4-8	2	Enter the number of the RORO trailer from appendix F6.
9-14	3	Enter the DoDAAC of the loading activity. In-the-clear text may be added on the DD Form 1384.
15-19	4	For trailers containing more than one commodity; if any is hazardous materiel, prepare the TCMD as explained in figure D-5, footnote 2. For all others, enter the applicable commodity code as follows:  Water. Enter the five position code from appendix F20, for the commodity with the greatest cube.  Air. Enter the two position code from appendix F2, for the commodity with the greatest weight in rp 18-19. For short shelf-life items, enter K for GSA managed sealants/adhesives, M for medical items, or Z for any other commodity with limited shelflife in rp 15.
20	5	For air shipments, enter a code selected from appendix F3.
21-23	6	Enter the appropriate POE air or water port identifier code from appendix F4 or F21.
24-26	7	Enter the appropriate POD air or water port identifier code.

Figure D-4

**Prime Data TCMD Entries for Loaded RORO Trailers (DI T\_2)**

27	8	Enter the mode/method code by which the loaded RORO will be delivered to the POE from appendix F13. If loaded at the POE, leave blank.
3	9	Enter Type Pack Code RT.
46	10	Enter the shipment unit TCN.
47-52	11	Enter the DoDAAC for the RORO consignee. In-the-clear text may be added on the DD Form 1384.
53	12	Enter the highest transportation priority contained in the loaded RORO.
54-56	13	Enter the earliest RDD assigned to any shipment unit loaded in the RORO.
57	14	If RORO contents for a single consignee, enter S; if for multiple consignees, enter M.
58-59	--	Enter the total number of shipment units loaded in the RORO. If more than 99, enter XX and list the total number in a T_9 entry.
60-62	15	Enter the date code from appendix F7 for the day the RORO is expected to be released for movement to the POE. If loaded at the POE, leave blank.
63	16	Enter code for ETA at the POE from appendix F9. If loaded at the POE, leave blank.
64-67	17	Leave blank.
68-71	22	Enter 0001.
72-76	23	Enter total weight of RORO and its contents preceded by zeros if less than five digits.
77-80	24	Enter gross cube of RORO preceded by zeros if less than four digits.

**Figure D-4 (Cont.)**

Prime Data TCMD Entries for Loaded SEAVAN/MILVAN (VAN) (DI T<sub>2</sub>)

Prime Data rp	DD Form 1384 <u>Block</u>	<u>Procedure</u>
1-3	1	Enter three position code. The first position is always T. The second position is selected from appendix F8, paragraph 2. For MILVAN/SEAVAN, the third position is two.
4-8	2	Enter the last five digits of the SEAVAN/MILVAN number. (See appendix F6.)
9-12	3	Enter the SEAVAN ownership code from appendix F12.
13-14	3	Enter the length, in feet, of the van used.
15-17	4	Enter the appropriate commodity code from appendix F20, paragraph 4. For vans containing more than one commodity, use the code for the commodity with the greatest cube <sup>4</sup> . In the T <sub>2</sub> entries, descriptive data is not required for NOS commodities. Enter the applicable code from the following list:
	130	Chill, subsistence NOS
	135	Chill, other than subsistence NOS
	192	Freeze, subsistence NOS
	195	Freeze, other than subsistence NOS
	40X	Ammunition/Explosives
	500	Subsistence NOS
	610-614	Mail
	690-692	Empty containers
	70D	Consumer commodity
	70X	Hazardous material other than 40X and 70D
	ORM-D	
	700	General cargo NOS
	894	Wheeled or tracked vehicles

Figure D-5

<sup>4</sup> In accordance with Title 49 CFR, when hazardous and nonhazardous materials are listed on a SEAVAN/MILVAN TCMD, the hazardous material content records, T<sub>4</sub> with accompanying T<sub>6</sub>, T<sub>7</sub>, and T<sub>9</sub> records must be listed first. The DI code is TE2 for ammunition and explosives, TX2 for ORM-D not loaded with any other hazardous material, or TJ2 for all other hazardous material.

**Prime Data TCMD Entries for Loaded SEAVAN/MILVAN (VAN) (DI T\_2)**

18-19	4	Enter type cargo/special handling code from appendix F20.
20	5	Leave blank.
21-23	6	Enter POE water port identifier code from appendix F21.
24-26	7	Enter POD water port identifier code.
27	8	Enter the mode/method code for movement to the POE from appendix F13. If the van is loaded at the POE, leave blank.
28-29	9	Enter the type pack code from appendix F14.
30-46	10	Enter the SEAVAN/MILVAN TCN (appendix C, paragraph 10.).
47-52	11	Enter the DoDAAC of the van consignee. For stopoffs, show intermediate consignee(s) and final consignee in T_9 data.
53	12	Enter the highest transportation priority of any shipment unit loaded in the van.
54-56	13	Enter the earliest RDD of any shipment unit in the van.
57	14	Enter code for single or multiple consignees and method of delivery from the following list:  S Single consignee at a single destination. M Multiple consignees via a breakbulk point for distribution to the appropriate consignees. C Multiple consignees via a centralized receiving point for distribution to the ultimate consignees. 1-9 Multiple consignees via stopoffs. Enter the number of stopoffs, excluding the final consignee.

**Figure D-5 (Cont.)**

**Prime Data TCMD Entries for Loaded SEAVAN/MILVAN (VAN) (DI T\_2)**

58-59	14	Enter the total number of shipment units loaded in the van. If more than 99, enter XX and show the number of shipment units loaded in T_9 data entries.
60-62	15	Enter the code for the date the van will be released for movement to the POE from appendix F7. If the van is loaded at the POE, leave blank.
63	16	Enter the code for the ETA at the POE from appendix F9. If the van is loaded at the POE, leave blank.
64-67	17	Enter the van cubic capacity in whole cubic feet as listed on the van, preceded by zeros, if less than four digits.
68-71	22	For MILVANS, enter 0001; for SEAVANS, enter total number of pieces preceded by zeros, if less than four digits.
72-76	23	For MILVANS, enter the total weight of the van and its contents. For SEAVANS, enter only the total weight of the contents of the van preceded by zeros, if less than five digits.
77-80	24	For MILVANS, enter the outside cube of the van. For SEAVANS, enter the total cube of the van contents preceded by zeros, if less than four digits.

**Figure D-5 (Cont.)**

**Prime Data TCMD Entries for CONEX (containing cargo), Unitized Pallet Loads, and all Loaded Consolidation Containers MILVAN (DI T\_3)**

Prime Data rp	DD Form 1384 <u>Block</u>	<u>Procedure</u>
1-3	1	Enter three position code. First position is T. Select the second position from the list in appendix F8, paragraph 2. For consolidation containers, the third position is always three.
4-8	2	Enter the number marked on the consolidation container <sup>5</sup> (see appendix F6).
9-14	3	Enter the DoDAAC of the activity loading the consolidation container. In-the-clear text may be added on DD Form 1384. For consolidation containers loaded in a RORO, MILVAN, or SEAVAN.
15-19	4	Enter the applicable commodity code as follows:  For water, enter the five position code (appendix F20) for the commodity with the greatest cube.  For air, enter the two position code (appendix F2) for the commodity with the greatest weight in rp 18-19. For short shelf-life items, enter K for GSA managed sealants/adhesives, M for medical items, or Z for all others.
20	5	For air shipments, enter code (appendix F3).

**Figure D-6**

<sup>5</sup> When a consolidation container is loaded in an RORO, MILVAN, or SEAVAN, the following entries apply:

4-8	2	Enter the RORO, MILVAN, or SEAVAN number.
9-14	3	Enter the consolidation container number.

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**Prime Data TCMD Entries for CONEX (containing cargo), Unitized Pallet Loads, and all Loaded Consolidation Containers MILVAN (DI T\_3)**

21-23	6	Enter the appropriate POE air or water port identifier code (appendix F4 or F21).
24-26	7	Enter the appropriate POD air or water port identifier code.
27	8	Enter the mode/method code for movement of the consolidation container to the POE (appendix F13). For consolidation containers loaded at the POE, leave blank.
28-29	9	Enter the type pack code (appendix F14).
30-46	10	Enter the shipment unit TCN.
47-52	11	Enter the DoDAAC for consignee of the consolidation container. In-the-clear text may be added on DD Form 1384.
53	12	Enter the highest transportation priority for any shipment unit loaded in the consolidation container.
54-56	13	Enter the earliest RDD for any shipment unit loaded in the consolidation container.
57-59	14	Enter the project code, if any. (See chapter 2, paragraph B.1.b.(4).)
60-62	15	Enter the code for the date the shipment will be released for movement to the POE (appendix F7).

**Figure D-6 (Cont.)**

**Prime Data TCMD Entries for CONEX (containing cargo), Unitized Pallet Loads, and all Loaded Consolidation Containers MILVAN (DI T\_3)**

63	16	Enter the ETA code (appendix F9). For consolidation containers loaded on an RORO, MILVAN, or SEAVAN. <sup>6</sup>
64-67	17	Leave blank.
68-71	22	Enter 0001.
72-76	23	Enter total weight of the consolidation container and its contents, preceded by zeros if less than five digits.
77-80	24	Enter the gross cube of the consolidation container, preceded by zeros if less than four digits.

**Figure D-6 (Cont.)**

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<sup>6</sup> When consolidation containers are loaded in an RORO, MILVAN, or SEAVAN, the following entries apply:

63	16	Enter one of the following codes to indicate if individual shipment units are to be delivered to the RORO, MILVAN, or SEAVAN consignee or at stopoff points:
----	----	--

X	There are no stopoffs.
1	Deliver at first stopoff.
2	Deliver at second stopoff.
3, 4...	Deliver at third, fourth, etc., stopoff.
Z	Deliver at final destination.



**Prime Data TCMD Entries for Shipment Units Loaded into all Consolidation Containers (DI T\_4)**

Prime Data rp	DD Form 1384 <u>Block</u>	<u>Procedure</u>
1-3	1/32	Enter a three position code. The first position is always T. The second and third positions are selected from the list in appendix F8, paragraph 2. On advance TCMDs for shipment units loaded in a consolidation container, the third position is always four.
4-8	2/33	Enter the number of the RORO trailer, SEAVAN/MILVAN, or other consolidation container as explained in appendix F6. The number entered is always identical to rp 4-8 (block 2) of the corresponding T_2 or T_3 entry. <sup>7</sup>
9-14	3/34	Enter the DoDAAC of the consignor of the actual shipment unit loaded in the RORO trailer, SEAVAN, MILVAN or other consolidation containers. <sup>7</sup> The clear text may be added on DD Form 1384.
15-19	4/35	Enter the applicable commodity code for the mode of overseas movement (appendix F4 for air shipments or appendix F20 for water shipments). (See footnote 2, figure D-5.)

**Figure D-7**

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<sup>7</sup> For shipment units in consolidation containers also loaded in RORO/SEAVAN/MILVAN, the prime data T\_4 entries are changed as follows:

- |      |      |   |
|------|------|---|
| 4-8  | 2/33 | Enter the RORO/SEAVAN/MILVAN number from the prime data T_2 entry.  |
| 9-14 | 3/34 | Enter the number marked on the consolidation container. (See appendix F, paragraphs 3.b. and c.) Leave rp 14 blank. |

**Prime Data TCMD Entries for Shipment Units Loaded into all Consolidation Containers (DI T\_4)**

For air shipments, rp 15-17 are left blank except for short shelf-life items; for these items, enter one of the following codes in rp 15:

- K - GSA managed sealants/adhesives.
- M - Medical items.

20	5/36a	For air shipments, enter the appropriate code (appendix F3).
21-23	6/36b	Enter the appropriate air or water POE identifier code (appendix F4 or appendix F21).
24-26	7/36	Enter the appropriate air or water POD identifier code (appendix F4 or appendix F21).
27	8/38	Enter the code for the mode/method of movement to the POE (appendix F13).
28-29	9/39	Enter the code for the type of pack (appendix F14).
30-46	10/40	Enter the TCN for the shipment unit. (See appendix C.)
47-52	11/41	Enter the DoDAAC of the ultimate consignee.
53	12/42	Enter the transportation priority for the shipment unit. (See chapter 2, paragraph B.1.b.(2).)
54-56	13/43	Enter the RDD of the shipment unit, if any. (See chapter 2, paragraph B.1.b.(3).)
57-59	14/43	Enter the Project code for the shipment unit, if any. (See chapter 2, paragraph B.1.b.(4).)
60-62	15/43	Enter the code for the date of release for movement of the shipment unit to the POE (appendix F7).

**Figure D-7 (Cont.)**

**Prime Data TCMD Entries for Shipment Units Loaded into all Consolidation Containers (DI T\_4)**

63	16/43	Enter the code for the estimated time of arrival at the POE <sup>8</sup> from appendix F9.
64-67	17/41	Enter the Transportation Account Code for the shipment unit from MILSTAMP, Volume II, or other source document.
68-71	22/44	Enter the number of pieces for the shipment unit. If greater than 9999, see chapter 2, paragraph B.1.b.(7) (d).
72-76	23/44	Enter the total weight of the shipment unit. If greater than 99,999, see chapter 2, paragraph B.1.b.(7) (d).
77-80	24/44	Enter the total cube of the shipment unit. If greater than 9999, see chapter 2, paragraph B.1.b.(7) (d).

**Figure D-7 (Cont.)**

<sup>8</sup> For all shipments in SEAVANs or MILVANs, the prime data T\_4 entries are changed as follows:

63	16/43	Enter a code indicating if the shipment unit is to be delivered at a particular stopoff point, or at the final destination of the SEAVAN or MILVAN. Select the code from the following list:
----	-------	--

<u>Code</u>	<u>Explanation</u>
X	There are no intermediate stopoffs.
1	Deliver this shipment unit at first stopoff point.
2,3...	Deliver this shipment unit at the second, third, etc., stopoff point.
Z	Deliver this shipment unit at the final destination of the SEAVAN or MILVAN.

**Trailer Data TCMD Entries for Outsized Dimensions (DI T\_5)**

Prime Data rp	DD Form 1384 <u>Block</u>	<u>Procedure</u>
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the corresponding prime data entry. For shipments with outsize dimensions the third position is always five. For shipments of vehicles to Central and South America, TV5 entries are changed as shown in footnote below. <sup>9</sup>
4-8	33	Enter the trailer, van or container number from the prime data entry.
9-14	34	For Government vehicles, trailers, wheeled/tracked guns, and aircraft, enter the model or abbreviated nomenclature. For all other items, leave blank.
15-19	35	For Government vehicles, trailers, wheeled/tracked guns, and aircraft, enter BII in rp 15-17 and the number of pieces of BII per vehicle in rp 18-19; e.g., BII00 for no pieces, BII02 for two pieces, etc. For all other items, enter the commodity code from the prime data entry.
20	36a	For air shipments enter the air dimension code (appendix F3).
21-23	36b	Enter the POE identifier code from the prime data entry.

**Figure D-8**

<sup>9</sup> For shipments of vehicles to Central and South America, a TV9 trailer entry indicating the vehicle make and year in rp 54-79 (blocks 43 and 44) is required. In addition, the TV5 entries are changed as follows:

9-14 34 Enter the model instead of the nomenclature.

**Trailer Data TCMD Entries for Outsized Dimensions (DI T\_5)**

24-26	37	Enter the POD identifier code from the prime data entry.
27	38	Enter the Mode/Method Code from the prime data entry.
28-29	39	Enter the Type Pack Code from the prime data entry.
30-46	40	Enter the TCN from the prime data entry.
47-52	41	Enter the consignee DoDAAC from the prime data entry.
53	42	Enter the Transportation Priority from the prime data entry.
54-59	43	Enter the length of the item, in inches, followed by the letter L. If less than five digits, left zero fill.
60-63		Enter the width, in inches, followed by the letter W. If less than three digits, left zero fill.
64-67		Enter the height, in inches, followed by the letter H. If less than three digits, left zero fill.
68-71	44	Enter the number of pieces to which the dimensions apply. <sup>10</sup> If less than four digits, left zero fill. If greater than 9999, see chapter 2, paragraph B.1.b.(7) (d).

**Figure D-8 (Cont.)**

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<sup>10</sup> For shipments of Government vehicles, trailers, wheeled/tracked guns, and aircraft, the TV5 entries are changed as follows:

68-80    44    For single vehicle shipment units, enter the serial number. For multiple vehicle shipments, leave blank.

**Trailer Data TCMD Entries for Outsized Dimensions (DI T\_5)**

- 72-76                      Enter weight of one piece. If less than five digits, left zero fill. If greater than 99,999, see chapter 2, paragraph B.1.b.(7) (d).
- 77-80                      Enter the cube of one piece. If less than four digits, left zero fill. If greater than 9999, see chapter 2, paragraph B.1.b.(7) (d).

**Figure D-8 (Cont.)**

**Trailer Data TCMD Entries for Ammunition Round Count, Hazardous Material,  
Stock Number, and IMCO Classification (DI T\_6)**

Prime Data rp	DD Form 1384 <u>Block</u>	<u>Procedure</u>
1-3	32	Enter a three position code. The first position is always T. The second position is the same as the second position of the prime data entry. For shipments of ammunition, explosives, and other hazardous materials, the third position is six. For nonhazardous material, see rp 54-66 below, before generating a T_6 record.
4-8	33	Same as the prime data entry.
9-14	34	For hazardous materials other than ammunition, leave blank. For ammunition shipments, enter the total round count in the shipment unit. If the quantity exceeds 999,999, enter the number in thousands followed by the letter M. If the quantity exceeds 999,999, and is not shipped in units of 1,000, enter the number in units of thousands followed by an M and indicate the total round count in rp 54-79 (block 43/44) of an accompanying TE9 entry. In all cases, left zero fill the field.
15-19	35	Enter the code from the prime data entry. In addition, for air, enter the Loading and Storage (L/S) Group Code in rp 16-17. The L/S groups are defined in AFM 71-4, et al. Leave rp 15 blank. (See footnote 2, figure D-5.)
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.

**Figure D-9**

**Trailer Data TCMD Entries for Ammunition Round Count, Hazardous Material,  
Stock Number, and IMCO Classification (DI T\_6)**

28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-66	43	Enter the NSN. If the NSN is not known, enter NNSN (no national stock number) in rp 54-57 and leave the balance of the field blank. When multiple line items are consolidated and the consolidation container is not comprised of 51 percent or more by weight of a single NSN, a T_6 record will not be generated. T_6 records are not required for personal effects, i.e., HHGs, baggage, and POVs, and other material for sale in stores, and material which is not covered by NSNs.
67-80		For nonhazardous material, enter the abbreviated nomenclature of the item listed in rp 54-66.
67-70	44	For ammunition and explosives, enter the DoDIC. (See chapter 2, paragraph B.1.b.(15)(a)5.) For other hazardous materials, enter the letters IMO.
71-72		Enter the two digit UN class and division number, including the decimal fraction from IMDGC, 49 CFR.
73		Leave blank.
74-75		Enter UN or NA.
76-79		Enter the four digit UN or NA identification number from the IMDGC, 49 CFR 172.102/2, or other source publication.
80		For ammunition and explosives, enter the compatibility group code from IMDGC or 49 CFR 172.102 (i.e., the letter following the IMDGC class and division number). For all other hazardous materials, leave blank.

**Figure D-9 (Cont.)**



**Trailer Data TCMD Entries for Net Explosive Weight (NEW) and Lot Number(s) (DI T\_7)**

Prime Data <u>rp</u>	DD Form 1384 <u>Block</u>	<u>Procedure</u>
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is seven.
4-8	33	Same as the prime data entry.
9-14	34	Enter the Net Explosive Weight (NEW) for Class A, B, and C explosives. If the shipment unit contains more than one lot. <sup>11</sup>
15-19	35	Same as the prime data entry (see footnote 2, figure D-5).
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.

**Figure D-10**

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<sup>11</sup> If the shipment unit contains more than one lot, a separate TE7 is made for each lot. Each TE7 reflects the NEW, pieces, weight, and cube of the lot being described. If any single piece of a shipment unit (consolidation container, pallet, etc.), contains multiple lots, separate TE9 data is required for each lot.

**Trailer Data TCMD Entries for Net Explosive Weight (NEW) and Lot Number(s) (DI T\_7)**

53	42	Same as the prime data entry.
54-67	43	Enter the lot number. <sup>12</sup>
68-71	44a	Enter the number of pieces for this lot number. If greater than 9999, see chapter 2, paragraph B.1.b.(7) (d) .
72-76	44b	Enter the weight for this lot number. If greater than 99,999, see chapter 2, paragraph B.1.b.(7) (d) .
77-80	44c	Enter the cube for this lot number. If greater than 9999, see chapter 2, paragraph B.1.b.(7) (d) .

**Figure D-10 (Cont.)**

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<sup>12</sup> See footnote 11 on previous page.

**Trailer Data TCMD Entries for Household Goods and Baggage Ownership Data**  
**(DI T\_8)**

Prime Data rp	DD Form 1384 <u>Block</u>	<u>Procedure</u>
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is an eight.
4-8	33	Same as the prime data entry.
9-14	34	For household goods or baggage, enter the consignor DoDAAC. For POVs, enter the last two digits of the POV model year in rp 9-10 and the first four letters of the POV make in rp 11-14, e.g., CHEV, FORD, PLYM, etc.
15-19	35	Same as the prime data entry.
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-66	43	Enter personal property owner's last name.

**Figure D-11**

**Trailer Data TCMD Entries for Household Goods and Baggage Ownership Data  
(DI T\_8)**

67-68 Enter personal property owner's initials.

69-70 Enter the personal property owner's military or civilian grade code (appendix F10).

71-80 44 For household goods and baggage:  
71 **Enter one of the following codes:**

<u>Code</u>	<u>Definition</u>
A	ITGBL HHGs authorized SIT
B	ITGBL UB authorized SIT
D	DPM shipment authorized SIT
N	DPM (HHG/UB) for nontemporary storage
H	DPM HHGs transiting port only
U	DPM UB transiting port only
P	ITGBL (HHG/UB) transiting port only

72-76 Activities outside CONUS enter net weight of DMP shipments to CONUS. CONUS activities, leave blank.

77-80 If ITGBL codes T, J or 5 enter HHG and baggage carrier SCAC. Otherwise leave blank.

71-80 44 For POVs:  
71 Leave blank.

72-76 Enter abbreviation for state issuing vehicle license plate. If none, enter NO.

73-77 Enter last five letters/numbers of license plate. If less than five, left zero fill.

78-80 Enter abbreviation for predominate vehicle color, e.g., blk, blu, red, etc.

**Figure D-11 (Cont.)**

**Trailer Data TCMD Entries for General Miscellaneous Information not  
Otherwise Detailed (DI T\_9)**

Prime Data <u>rp</u>	DD Form 1384 <u>Block</u>	<u>Procedure</u>
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
9-14	34	Leave blank.
15-19	35	Same as the prime data entry.
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-79	43/44b	Using as many T_9 entries as necessary, enter the clear text data necessary for shipment, but not detailed in other data entries, e.g.,:

a. Further description of NOS type cargo codes.

**Figure D-12**

**Trailer Data TCM D Entries for General Miscellaneous Information not  
Otherwise Detailed (DI T\_9)**

- b. For shipments of liquor, the type (gin, rye, etc.), bottle size (pint, quart, etc.), and the number of bottles per case.
- c. For shipments of cigarettes, the number of cartons per case.
- d. For shipments between CONUS and Hawaii or Guam, the clear text NMFC or UFC description of the highest rated article in the shipment unit other than hazardous materials (see chapter 2, paragraph B.1.b.(10)(b)).
- e. The Turkish Defense Affairs (TDA) authorization number. (See appendix D, paragraph 3.c.)
- f. For classified shipments, container and seal numbers, if any.
- g. For personal property TGBL shipments, the name of the origin carrier and GBL number.
- h. For SEAVANS or MILVANS containing more than 99 shipments, the total number of shipment units.
- i. Any other pertinent information.
- j. **For Army unit deployments, enter in-the-clear in rp 54-57 "ULN:" and in rp 58-63, enter the applicable unit line number (i.e., ULN: 123456).**

80

44c

Enter a sequence number beginning with one for each T\_9 entry.

**Figure D-12 (Cont.)**

**Trailer Data TCMD Entries for SEAVAN/MILVAN (Van) Miscellaneous Information (DI T\_9) (Includes Empty SEAVAN/MILVAN/CONEX)**

Prime Data <u>rp</u>	DD Form 1384 <u>Block</u>	<u>Procedure</u>
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
9-14	34	Enter an X followed by the five digit ZIP code for the van's point of origin.
15-19	35	For other than reefer vans, same as the prime data entry. For reefer vans, enter an F (Fahrenheit) followed by the temperature or temperature range required to properly maintain the cargo, e.g., 34 <sup>0</sup> is shown as F34XX, 34 <sup>0</sup> to 41 <sup>0</sup> is shown as F3441.
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Enter the letter V.
28-29	39	Enter the length of the van ordered, in feet. For empty vans, enter the actual van length, in feet. For empty CONEX, enter the Type Pack Code.
30-46	40	Same as the prime data (T_2) entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.

**Figure D-13**

**Trailer Data TCMD Entries for SEAVAN/MILVAN (Van) Miscellaneous Information (DI T\_9) (Includes Empty SEAVAN/MILVAN/CONEX)**

54-55	43	<i>Always "VN."</i>
56-63		<i>Enter the number marked on the container. If less than eight digits, left zero fill. Do not include the check digit or the van owner code as part of the container number. If the container number is larger than eight digits, enter the rightmost eight digits. Include alphabetic characters but exclude special characters such as dashes, slashes, or other symbols.</i>
64		<i>Enter a dash (-).</i>
65		<i>Enter the check digit marked on the container. The check digit is a number separated from the container number by a dash, space, or slash. Some check digits are a different color, shaded, or enclosed in a box. If the container does not have a check digit, leave blank.</i>
66-73		<i>Enter the complete seal number<sup>13</sup>. Left fill with zeros if less than eight characters.</i>

**Figure D-13 (Cont.)**

**13** If for any reason, a van must be opened while enroute to its final destination, a new seal is affixed. Whenever a seal is replaced, the new seal number and the activity replacing the seal are identified in rp 54-79 of an additional T\_9 entry as follows:

1-52	32-42	Enter the same data as detailed above.
54-65	43	Enter SECOND SEAL leaving rp 65 blank.
66-73		Enter new seal number.
74-79	44b	Identify the activity or ocean carrier which applied the new seal by entering the DoDAAC of the activity or the ocean carrier code from appendix F11.



**Trailer Data TCMD Entries for SEAVAN/MILVAN (Van) Miscellaneous Information (DI T\_9) (Includes Empty SEAVAN/MILVAN/CONEX)**

Prime Data <u>rp</u>	DD Form 1384 <u>Block</u>	<u>Procedure</u>
74-77	44a.b	For loaded vans, enter the ocean carrier code (appendix F11).
78-79		For MILVANS, enter the number of beam assemblies for vans equipped with mechanical bracing systems. If the MILVAN is not so equipped, enter 00. For SEAVANS, leave blank.
80	44c	Enter the appropriate sequence number beginning with one.

Figure D-13 (Cont.)

**Trailer Data TCMD Entries For SEAVAN/MILVAN Stop-off Points (DI T\_9)**

Prime Data <u>rp</u>	DD Form 1384 <u>Block</u>	<u>Procedure</u>
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
9-14	34	Enter an X followed by the five digit ZIP code for the van's point of origin.
15-19	35	For other than reefer vans, same as the prime data entry. For reefer vans, enter an F (Fahrenheit) followed by the temperature or temperature range required to properly maintain the cargo, e.g., 34 <sup>0</sup> is shown as F34XX, 34 <sup>0</sup> to 41 <sup>0</sup> is shown as F3441.
20	36a	Leave blank.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Enter the letter V.
28-29	39	Enter the length of the van ordered, in feet.
30-46	40	Same as the prime data (T_2) entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-59	43	Enter STOP and the stopoff number. e.g., STOP01.

**Figure D-14**

**Trailer Data TCMD Entries For SEAVAN/MILVAN Stop-off Points (DI T\_9)**

60-65		Enter the DoDAAC for the stopoff indicated in rp 54-59.
66-67		Leave blank.
68-73	44a,b	If there are additional stopoffs, enter STOP and the next stopoff number. If no additional stopoffs, leave blank.
74-79		Enter the DoDAAC for the stopoff indicated in rp 68-73.
80	44c	Enter sequence indicator, beginning with the letter A, for each T_9 stopoff data entry.

**Figure D-14 (Cont.)**

**Trailer Data TCMD Entries For Additional Required Hazardous Material  
Information (DI T\_9)**

Prime Data <u>rp</u>	DD Form 1384 <u>Block</u>	<u>Procedure</u>
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
9-14	34	Leave blank.
15-19	35	Same as the prime data entry (see footnote 2, figure D-5).
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54	43-44b	Using as many T_9 entries as necessary, enter, in the order listed, the following clear text information:  a. The proper shipping name (without abbreviations) as listed <b>on the certification document</b> .

**Figure D-15**

Trailer Data TCMD Entries For Additional Required Hazardous Material  
Information (DI T\_9)

- (1) Technical name of the material included in parentheses immediately following the PSN when required by regulation.
  - (2) RQ, reportable quantity, will precede the PSN, when appropriate, to indicate the hazardous material quantity which meets or exceeds the quantity listed in 49 CFR.
  - (3) "Waste" will precede the PSN when the hazardous material is defined as such (see 40 and 49 CFR).
- b. The hazard class as listed in the certification document.
- c. UN, NA, or ID number.
- d. Packaging Group. May be PGI, PGII, or PGIII, as appropriate.
- e. "Limited Quantity" or "LTD QTY" must be indicated when the material is defined as such.
- f. Military Air Transportation. Enter "Cargo Aircraft Only" after the packaging group when dagger or theta material is identified IAW AFR 71-4.
- g. Poisonous Inhalation Materials. Enter "Poison Inhalation Hazard" followed by "Zone A," "Zone B," "Zone C," or "Zone D" for gases or "Zone A" or "Zone B" for liquids (see 49 CFR). The word "poison" is not required if already included as part of the PSN.
- h. "Dangerous When Wet" is required when defined and listed in the certification document.

Figure D-15 (Cont.)

i. The total quantity (number of pieces, type pack, and weight or volume) of the material covered by the description. The actual number of pieces on a pallet or unitized load is reported with the type pack and total weight. For example, twelve 100-pound cylinders on a pallet are listed as 12 cyl 1200 lbs.

j. The flash point for flammable liquids, in degrees Centigrade (C) or Fahrenheit (F). For example, CLOSED CUP FLASH POINT \_\_\_\_ DEGREES C or F.

k. The classification, security risk category, and/or transportation protection service requirements in accordance with appendix F20. These entries will be on separate T\_9 records.

l. **The statement: "GOVERNMENT-OWNED GOODS PACKAGED BEFORE JANUARY 1990" is required if the hazardous material was originally packaged before 1 January 1990.**

m. **The Competent Authority Approval (CAA) number must be entered if the shipment is hazardous and subject to POP requirements and CAA waivers (DOT approval to deviate) have been obtained.**

80

44c

Enter sequence number for each T\_9 beginning with one.

**Trailer TCMD Entries for Personal Property Address Information (DI T\_9)**

Prime Data <u>rp</u>	DD Form 1384 <u>Block</u>	<u>Procedure</u>
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
9-14	34	Same as the prime data entry.
15-19	35	Same as the prime data entry.
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
55-79	43-44b	For personal property consigned to a civil address, use as many T_9 entries as necessary to enter the complete clear text address.

**Figure D-16**

**Trailer TCMD Entries for Personal Property Address Information (DI T\_9)**

For unaccompanied baggage of TDY USAF personnel, military and civilian, use the first T\_9 entry to list the travel order number and the ADSN/fiscal station number from the DD Form 1610, Request and Authorization for TDY Travel of DoD Personnel, (items 22 and 19 respectively). Additional T\_9 entries are made to list the organization that issued the orders, including sufficient data to allow AMC/ACIA billing.

80	44c	Enter the sequence number for each T_9 entry, beginning with the number one.
----	-----	--

**Figure D-16 (Cont.)**



Trailer Data TCMD Entries for Air Load Planning and Manifesting (T\_9)

Vehicles

Trailer  
Data rp    Procedures (for unit moves only)

1 - 3    Enter three position document identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always "9."

4 - 5    Enter one of the following CALM record type codes, right justified:

<u>Code</u>	<u>Definition</u>
H	Helicopter
R	Wheeled vehicle (truck)
RL	Trailer vehicle
RT	Tracked vehicle
TV	Towed vehicle

6 - 9    Enter the center of balance in inches, rounded to the next whole inch. The formula for computing the center of balance follows:

Distance to wheel 1 X weight of wheel 1 = Moment  
Distance to wheel 2 X weight of wheel 2 = Moment  
(through number of wheels up to 12)

$\frac{\text{Total wheel weights}}{\text{Total moments}} = \text{Center of balance}$
--

10 - 15    Reserved. Leave blank.

16 - 32    Enter the TCN from rp 30-46 of the prime data entry.

33 - 34    Enter the manifest reference number from appendix F1.

Figure D-17

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T\_9)

Vehicle

- 35 If venting required, enter "Y" for yes; otherwise, enter "N" for no.
- 36 - 43 Enter one to four load/storage group codes, right justified. Precede single-digit numbers with a leading zero, i.e., 02.
- 44 - 47 Enter the length in inches, rounded to the next whole inch.
- 48 - 50 Enter the width in inches, rounded to the next whole inch.
- 51 - 53 Enter the height in inches, rounded to the next whole inch.
- 54 - 56 Enter the front overhang in inches, rounded to the next whole inch. If none, leave blank.
- 57 - 58 Enter the rear overhang in inches, rounded to the next whole inch. If none, leave blank.
- 59 - 69 Enter the bumper/container number, including spaces. If less than seven characters, right justify.
- 70 For helicopters, enter one of the following codes:

<u>Code</u>	<u>Definition</u>	<u>Code</u>	<u>Definition</u>
A	UH-60	K	AH-1T
B	CH-58	L	CH-47
C	AH-1S	M	CH-53E
D	AH-1G/J	N	CH-53J
E	UH-1M	O	HH-53E
F	UH-1D/H	P	HH-3
G	UH-1C/M	Q	HH-60
H	AH-64	R	AH-1W
I	CH-46	S	HH-2/F
J	CH-53D	T	HH-65A-1

Figure D-17 (Cont.)

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T\_9)

Vehicle

71 For helicopters, enter one of the following codes:

<u>Code</u>	<u>Definition</u>
F	Flyaway or with refuel probe
W	Without wings
P	Without pods
S	Without stabilizers
R	Maximum reduced

72 Enter number of road wheels for type code "RT" items.

73 - 75 Enter tread/skid length in inches, rounded to the next whole inch.

76 - 77 Enter trailer tongue length in inches, rounded to the next whole inch.

78 - 79 Enter the total number of axles. For "RL" items, axle one is the hitch if the trailer tongue is not hinged.

80 Enter the record sequence number beginning with one.

Figure D-17 (Cont.)

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T\_9)

Vehicle

Trailer  
Data rp

Procedures (for unit moves only)

- 1 - 3 Enter three position document identifier. First position is always "T." The second position is the same as the second position in the prime data entry. The third position is always nine.
- 4 If roller shoring used, enter "Y" for yes; otherwise, enter "N" for no.
- 5 If parking shoring used, enter "Y" for yes; otherwise, enter "N" for no.
- 6 If sleeper shoring used, enter "Y" for yes; otherwise, enter "N" for no.
- 7 If bridge shoring used, enter "Y" for yes; otherwise, enter "N" for no.
- 8 - 17 Enter the 10-digit joint line item number (JLIN), or a combination of the line item number (LIN) and its index number (Army, TB 55-46-1; Navy, NAVFAC P-1055). If neither the JLIN nor LIN/index number is available, leave blank. A sample LIN/ index number entry follows:
- 8 - 13 K31796 (UH1D helicopter)
- 14 Leave blank
- 15 - 17 06 (UH1D helicopter with one m/rotor blade removed)
- 18 - 21 Enter axle distance in inches, rounded to the next whole inch, for axle one. If type code is "RL," enter hitch distance in inches rounded to the next whole inch.
- 22 - 26 Enter the weight in pounds, rounded to the next whole pound, for axle one. If type code is "RL," enter the hitch weight in pounds, rounded to the next whole pound.

Figure D-18

**Trailer Data TCMD Entries for Air Load Planning and Manifesting (T\_9)**

**Vehicle**

- 27 - 29    Enter the span in inches, rounded to the next whole inch, for axle one.
- 30        Enter "S" for single axle or "B" for bogie for axle one.
- 31 - 34    Enter the distance in inches, rounded to the next whole inch, for axle two.
- 35 - 39    Enter the weight in pounds, rounded to the next whole pound, for axle two.
- 40 - 42    Enter the span in inches, rounded to the next whole inch, for axle two.
- 43        Enter "S" for single axle or "B" for bogie, for axle two.
- 44 - 47    Enter axle distance in inches, rounded to the next whole inch, for axle three.
- 48 - 52    Enter the weight in pounds, rounded to the next whole pound, for axle three.
- 53 - 55    Enter the span in inches, rounded to the next whole inch, for axle three.
- 56        Enter "S" for single axle or "B" for bogie, for axle three.
- 57 - 60    Enter axle distance in inches, rounded to the next whole inch, for axle four.
- 61 - 65    Enter the weight in pounds, rounded to the next whole pound, for axle four.
- 66 - 68    Enter the span in inches, rounded to the next whole inch, for axle four.
- 69        Enter "S" for single axle or "B" for bogie, for axle four.
- 70        Enter the record sequence number.

**Figure D-18 (Cont.)**

**Trailer Data TCMD Entries for Air Load Planning and Manifesting (T\_9)**

**Vehicle**

<u>Trailer Data rp</u>	<u>Procedures (for unit moves only)</u>
1 - 3	Enter three position document identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always nine.
4 - 7	Enter axle distance in inches, rounded to the next whole inch, for axle five.
8 - 12	Enter the weight in pounds, rounded to the next whole pound, for axle five.
13 - 15	Enter the span in inches, rounded to the next whole inch, for axle five.
16	Enter "S" for single axle or "B" for bogie, for axle five.
17 - 20	Enter axle distance in inches, rounded to the next whole inch, for axle six.
21 - 25	Enter the weight in pounds, rounded to the next whole pound, for axle six.
26 - 28	Enter the span in inches, rounded to the next whole inch, for axle six.
29	Enter "S" for single axle or "B" for bogie, for axle six.
30 - 33	Enter axle distance in inches, rounded to the next whole inch, for axle seven.
34 - 38	Enter the weight in pounds, rounded to the next whole pound, for axle seven.
39 - 41	Enter the span in inches, rounded to the next whole inch, for axle seven.

**Figure D-19**

**Trailer Data TCMD Entries for Air Load Planning and Manifesting (T\_9)**

**Vehicle**

- 42            Enter "S" for single axle or "B" for bogie, for axle seven.
- 43 - 47      Enter axle distance in inches, rounded to the next whole inch,  
              for axle eight.
- 48 - 52      Enter the weight in pounds, rounded to the next whole pound, for  
              axle eight.
- 53 - 56      Enter the span in inches, rounded to the next whole inch, for  
              axle eight.
- 57            Enter "S" for single axle or "B" for bogie, for axle eight.
- 58 - 61      Enter axle distance in inches, rounded to the next whole inch,  
              for for axle nine.
- 62 - 66      Enter the weight in pounds, rounded to the next whole pound, for  
              axle nine.
- 67 - 69      Enter the span in inches, rounded to the next whole inch, for  
              axle nine
- 70            Enter "S" for single axle or "B" for bogie, for axle nine.
- 71            Enter record sequence number.

**Figure D-19 (Cont.)**

**Trailer Data TCMD Entries for Air Load Planning and Manifesting (T\_9)**

**Vehicle**

<b>Trailer Data rp</b>	<b><u>Procedures (for unit moves only)</u></b>
1 - 3	Enter three position document identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always nine.
4 - 7	Enter axle distance in inches, rounded to the next whole inch, for axle 10.
8 - 12	Enter the weight in pounds, rounded to the next whole pound, for axle 10.
13 - 15	Enter the span in inches, rounded to the next whole inch, for axle 10.
16	Enter "S" for single axle or "B" for bogie, for axle 10.
17 - 20	Enter axle distance in inches, rounded to the next whole inch, for axle 11.
21 - 25	Enter the weight in pounds, rounded to the next whole pound, for axle 11.
26 - 28	Enter the span in inches, rounded to the next whole inch, for axle 11.
29	Enter "S" for single axle or "B" for bogie, for axle 11.
30 - 33	Enter axle distance in inches, rounded to the next whole inch, for axle 12.
34 - 38	Enter the weight in pounds, rounded to the next whole pound, for axle 12.
39 - 41	Enter the span in inches, rounded to the next whole inch, for axle 12.

**Figure D-20**



**Trailer Data TCMD Entries for Air Load Planning and Manifesting (T\_9)**

**Vehicle**

- 42        Enter "S" for single axle or "B" for bogie, for axle 12.
- 43        Enter the record sequence number.

**Figure D-20 (Cont.)**

Trailer Data TCM D Entries for Air Load Planning and Manifesting (T\_9)

Palletized Cargo

Trailer

Data rp Procedures (for unit moves only)

1 - 3 Enter three position document identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always nine.

4 - 5 Enter one of the following record type codes, right justified:

<u>Code</u>	<u>Definition</u>
P1-6	Palletized cargo train (number equals number of pallets in the train, i.e., P3 is a three pallet train)
AL	Low altitude parachute extraction system
AC	Container delivery system
AH	Heavy equipment
0	Other cargo, i.e., commercial pallets

6 If rp 4-5 equals "AL," enter one of the following codes:

<u>Code</u>	<u>Definition</u>
S	Static line
E	Extraction force coupler

7 - 12 Enter the pallet identifier code.

13 - 16 Enter the center of balance in inches, rounded to the next whole inch.

17 - 22 Leave blank.

23 - 39 Enter the TCN from rp 30-46 of the prime data entry.

40 - 41 Enter the manifest reference number from appendix F1.

42 Enter the pallet profile code from appendix F23, paragraph 2.

Figure D-21

**Trailer Data TCMD Entries for Air Load Planning and Manifesting (T\_9)**

**Palletized Cargo**

- 43 Venting instructions, enter "Y" for yes or "N" for no.
- 44 - 51 Enter one of four load/storage group codes, right justified. Precede single-digit codes with a leading zero.
- 52 - 55 Enter the length in inches, rounded to the next whole inch.
- 56 - 58 Enter the width in inches, rounded to the next whole inch.
- 59 - 61 Enter the height in inches, rounded to the next whole inch.
- 62 - 63 Enter the front overhang in inches, rounded to the next whole inch. If none, leave blank.
- 64 - 65 Enter the rear overhang in inches, rounded to the next whole inch. If none, leave blank.
- 66 - 76 Enter the bumper/container number, including spaces. If less than seven characters, right justify. For cargo other than vehicles or containers, leave blank.
- 77 For helicopters, enter one of the following codes:

<u>Code</u>	<u>Definition</u>	<u>Code</u>	<u>Definition</u>
A	UH-60	K	AH-1T
B	CH-58	L	CH-47
C	AH-1S	M	CH-53E
D	AH-1G/J	N	CH-53J
E	UH-1M	O	HH-53E
F	UH-1D/H	P	HH-3
G	UH-1C/M	Q	HH-60
H	AH-64	R	AH-1W
I	CH-46	S	HH-2/F
J	CH-53D	T	HH-65A-1

**Figure D-21 (Cont.)**

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T\_9)

Palletized Cargo

78 For helicopters, enter one of the following codes:

<u>Code</u>	<u>Definition</u>
F	Flyaway or with refuel probe
W	Without wings
P	Without pods
S	Without stabilizers
R	Maximum reduced

79 Enter record sequence number beginning with one.

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T\_9)

Palletized Cargo

Trailer

Data rp    Procedures (for unit moves only)

- 1 - 3      Enter three position document identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always nine.
- 2 - 20     Enter the TCN from rp 30-46 of the prime data entry.
- 21 - 30    Enter the 10-digit joint line item number (JLIN), or a combination of the line item number (LIN) and its index number (Army, TB 55-46-1 or Navy, NAVFAC P-1065). If neither the JLIN nor the LIN/index number is available, leave blank. A sample LIN/index number follows:
- 21 - 26    K31796 (UH1D helicopter)
- 27         Leave blank
- 28 - 30    06, right justified (UH1D helicopter with one m/rotor blade removed)
- 31         Enter record sequence number.

Figure D-22

**Modified Data Entries for Shipments Moving by QUICKTRANS**

DD Form 1384 <u>Block</u>	DD Form 1348-1 <u>Block</u>	<u>Procedure</u>
1		Enter TX1.
2		Leave blank.
3	A	Enter the DoDAAC of the consignor.
4	X	Enter the Air Commodity/Special Handling code from appendix F2. If the special handling code is other than Z, a completed DD Form 1387-2 is attached to the QUICKTRANS document.
5		Enter the Air Dimension code from appendix F3. If code entered is D or Z, blocks 43-44 of the DD Form 1384 must be completed.
6	8	For CONUS export shipments, enter the APOE code from appendix F4.
7		For CONUS export shipments, enter the APOD code from appendix F4.
8		Enter the Mode/Method code for movement to the APOE from appendix F13.
9	2	Enter the Type Pack code from appendix F14.
10	14	Enter the TCN. (See appendix C.)
11	B	Enter the DoDAAC of the consignee. For shipments to mobile units, DoDAACs beginning with R or V, located in CONUS, to commercial concerns, or with special pickup/delivery requirements, see block 21 instructions, below.

**Figure D-23**

**Modified Data Entries for Shipments Moving by QUICKTRANS**

- |       |          |   |
|-------|----------|---|
| 12    |          | Enter the Transportation Priority. (See chapter 2, paragraph B.1.b.(2).)  |
| 13    | rp 62-64 | Enter the RDD, if any. (See chapter 2, paragraph B.1.b.(3).)  |
| 14    | rp 57-59 | Enter the Project Code, if any. (See chapter 2, paragraph B.1.b.(4).)   |
| 15    |          | Enter the code expected release date from appendix F7.  |
| 16    |          | Enter code for ETA at APOE from appendix F9.  |
| 17    | 9        | Enter the TAC from MILSTAMP, Volume II, or other source.  |
| 21    | B        | Enter special routing instructions or additional addressees. For mobile units, enter the DoDAAC (N series) for the CONUS shore station receiving cargo for the mobile unit. |
| 22    | 5        | Enter total pieces in shipment unit. For consolidated shipments, enter the total pieces, weight, and cube in blocks FF and GG of DD Form 1348-1A.                           |
| 23    | 3        | Enter total weight of the shipment unit.  |
| 24    | 6        | Enter total cube of the shipment unit.  |
| 25a   | 7        | Enter QUICKTRANS APOE from appendix F4.   |
| 26a   |          | Enter QUICKTRANS APOD from appendix F4.   |
| 31    | CC       | Enter the Navy Air Routing Order (NARO) number issued by the QUICKTRANS ACA.  |
| 43-44 | DD-EE    | Enter the dimensions (LWH), in inches, of any piece which is outsized.  |

**Figure D-23 (Cont.)**

**Data Entries When Using Electrically Transmitted Message (ETM) Format for  
an Advance TCMD**

Prepare the standard ETM entries prescribed by the various telecommunications publications. In addition, use the following procedures for data entry:

1. Enter TT (tape to tape in the LMF block of the header line, Joint Message Form (DD Form 173)).
2. In the message body:
  - a. Use symbols as follows:
    - (1) Use a slash mark (/) to separate data entries.
    - (2) Use a slash mark followed by an ampersand (/&) to denote the end of data for a DI which does not complete the data for a shipment unit.
    - (3) Use a slash mark followed by a double ampersand (/&&) to show the data on a shipment unit is complete.
    - (4) Use a single ampersand to begin additional message form pages.
  - b. Enter in normal TCMD order, the following required data: (1) All elements of prime data (T\_0 through T\_4 data). (2) All elements of SEAVAN miscellaneous/stopoff trailer data. (3) For all other trailer data, enter only rp 1-3, 9-14, and 54-80.
  - c. Make the entries cited in b.(1) and (2) on two lines separated with a slash mark following the last position of the TCN (rp 46).
  - d. For T\_9 trailer entries, the sequence number is entered after the last entry following rp 54.

**Figure D-24**



## Appendix F

### Code Index

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## Appendix F1

### Air Cargo Manifest Reference Codes

Number of Characters:	Two
Type of Characters:	Alpha
Data Location	
Air Manifest - DD Form 1384:	Block 20 and column 39
- DD Form 1385:	REF Block and TYPE PACK Column
- Automated Record:	rp 28-29
Responsible Agency:	MILSTAMP System Administrator

1. **General.** The air cargo manifest reference code is used to further identify a particular manifest and to cross-reference the air manifest header cards with the data cards for the air cargo pallets and individual shipment units. The codes are used only in the airlift systems and are not included on the documentation forwarded to the consignee. The codes are used repeatedly starting with AA and continuing through the alphabet to ZZ before returning to AA. The letters I and O are not used in either position.

2. **Codes.** Air manifest reference codes are constructed as follows:

<u>Code</u>	<u>Explanation</u>
AA	1st manifest
AB	2d manifest
AZ	24th manifest
BA	25th manifest
BB	26th manifest
BC-ZZ	27th through 576th manifest etc.

## Appendix F4

### Air Terminal Identifier Codes

Number of Characters: Three  
Type of Character: Alpha  
Data Location  
TCMD - DD Form 1384: Blocks 6 and 7 and Column 36b and 37  
- Automated Record: rp 21-23, 24-26  
Responsible Agency: Air Force

1. **General.** These codes identify the name and location of air terminals worldwide. The code representing the actual APOE and APOD is used on all DTS documentation for air shipments. The codes are listed below in two parts.

a. In the first part, the air terminals (followed by their codes) are first divided into CONUS and overseas, then listed alphabetically by geographic location. The CONUS listing includes only the 48 contiguous states and does not segregate further by location. The overseas listing covers all areas (including Alaska and Hawaii) outside CONUS. It is segregated alphabetically into geographic locations either by country name or by island group.

b. In the second part, the air terminal codes (followed by the air terminal name and/or location) are listed alphabetically by code. The listing is not subdivided in any other way.

### 2. Airport to Code

#### a. CONUS airports

<u>AIRPORT LOCATION/NAME</u>	<u>CODE</u>	<u>AIRPORT LOCATION/NAME</u>	<u>CODE</u>
<b>A</b>		AKRON, OH, FULTON INTL AIRPORT	AKR
ABERDEEN P G, MD, PHILLIPS AAF	APG	AKRON, OH, AKRON-CANTON REG AP	CAK
ABERDEEN, SD, REGIONAL AIRPORT	ABR	ALAMEDA, CA, ALAMEDA NAS	NGZ
ABILENE, TEXAS, USA	ABI	ALAMOGORDO, NM, HOLLOMAN AFB	HMN
ABILENE, TX, DYESS AFB	DYS	ALAMOSA, COLORADO, USA	ALS
ADRIAN, MI LENAWEE COUNTY AIRPORT	ADG	ALBANY, GEORGIA, USA	ABY
AFTON, WY, MUNICIPAL AIRPORT	AFO	ALBANY, NEW YORK, USA	ALB
AIKEN, SC, MUNICIPAL AIRPORT	AGS	ALBERT LEA, MN, USA	AEL
AINSWORTH, NE	ANW	ALBUQUERQUE, NEW MEXICO, USA	ABQ
AKRON, CO, WASHINGTON COUNTY AP	AKO	ALEXANDER CITY, AL, RUSSELL FIELD	ALX

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ALEXANDRIA, LA, ENGLAND AFB	AEX	AUBURN, AL	AUO
ALEXANDRIA, LA, ESLEER REGIONAL AP	ESF	AUGUSTA, MAINE, USA	AUG
ALEXANDRIA BAY, NY	AXB	AUGUSTA, GEORGIA, USA	AGS
ALEXANDRIA, MN, CHANDLER FIELD	AXN	AURORA, CO, BUCKLEY ANGB	BKF
ALGONA, IA	AXG	AURORA, IL, MUNICIPAL AIRPORT	AUZ
ALICE, TX, INTL AIRPORT	ALI	AUSTIN, NV	ASQ
ALICEVILLE, AL GEO DOWNER AIRPORT	AIV	AUSTIN, TX, BERGSTROM AFB	BSM
ALLENTOWN, PENNSYLVANIA, USA	ABE	AUSTIN, TEXAS, USA	AUS
ALLIANCE, NEBRASKA, USA	AIA	AVON PARK, FL, MUNICIPAL AIRPORT	AVO
ALMA, MI, GRATIOT AIRPORT	AMN		
ALPENA, MICHIGAN, USA	APN	B	
ALPINE, TX	ALE	BACA GRANDE, CO	BCJ
ALTON/ST LOUIS, IL, ST LOUIS AP	ALN	BAGDAD, AZ	BGT
ALTOONA, PENNSYLVANIA, USA	AOO	BAINBRIDGE, GA, DECATUR COUNTY AP	BGE
ALTUS, OK, ALTUS AFB	LTS	BAKER, OR	BKE
ALTUS, OK, MUNICIPAL AIRPORT	AXS	BAKERSFIELD, CALIFORNIA, USA	BFL
AMARILLO, TX, USA	AMA	BALTIMORE, MD, BALT-WASH INTL AP	BWI
AMES, IA	AMW	BALTIMORE, MD, MARTIN STATE AP	MTN
AMERY, WI, MUNICIPAL AIRPORT	AHH	BANGOR, MAINE, USA	BGR
AMITYVILLE, NY, ZAHNS AIRPORT	AYZ	BAR HARBOR, MAINE, USA	BHB
ANAHEIM, CALIFORNIA, USA	ANA	BARTLESVILLE, OK, F PHILLIPS AP	BVO
ANDERSON, IN, MUNICIPAL AIRPORT	AID	BARTOW, FL, MUNICIPAL AIRPORT	BOW
ANDERSON, SC	AND	BATESVILLE, AR, MUNICIPAL AIRPORT	BVX
ANDREWS, SOUTH CAROLINA, USA	ADR	BATON ROUGE, LOUISIANA, USA	BTR
ANGEL FIRE, NM	AXX	BATTLE CREEK, MI, W K KELLOGG AP	BTL
ANGOLA, IN, TRI-STATE AIRPORT	ANQ	BATTLE MTN, NV, LANDER COUNTY AP	BAM
ANNAPOLIS, MD, LEE AIRPORT	ANP	BAUDETTE, MN	BDE
ANN ARBOR, MI, MUNICIPAL AIRPORT	ARB	BAY CITY, TX	BBC
ANNISTON, AL, ANNISTON COUNTY AP	ANB	BEATRICE, NE	BIE
ANTLERS, OK	ATE	BEATTY, NY	BTY
APPLACHICOLA, FL, MUNICIPAL AP	AAF	BEAUFORT, SC, COUNTY AIRPORT	BFT
APPLETON, WISCONSIN, USA	ATW	BEAUFORT, SC, MCAS BEAUFORT	NBC
APPLE VALLEY, CA	APV	BEAUMONT, TX, JEFFERSON CTY AP	BPT
ARAPAHOE, NE MUNICIPAL AIRPORT	AHF	BEAUMONT, TX, MUNICIPAL AIRPORT	BMT
ARCATA/EUREKA, CA, ARCATA AIRPORT	ACV	BEAUMONT/PT. ARTHUR, TEXAS, USA	BPT
ARDMORE, OK, DOWNTOWN AIRPORT	AHD	BEAVER FALLS, PA	BFP
ARDMORE, OK, MUNICIPAL AIRPORT	ADM	BECKLEY, WEST VIRGINIA, USA	BKW
ARTESIA, NM	ATS	BEDFORD, IN, VI GRISSOM AIRPORT	BFR
ASBURY PARK, NJ	ARX	BEDFORD, MA, L G HANSCOM FIELD	BED
ASHLAND, WI	ASX	BEEVILLE, TX, CHASE FIELD NAS	NIR
ASHLEY, ND	ASY	BELLAIRE, MI, ANTRIM COUNTY AP	ACB
ASHVILLE, NORTH CAROLINA, USA	AVL	BELLE CHASSE, LA	BCS
ASPEN, COLORADO, USA	ASE	BELLEVILLE, IL, SCOTT AFB	BLV
ASTIN, MN	AUM	BELLINGHAM, WEST VIRGINIA, USA	BLI
ASTORIA, OR, PORT OF ASTORIA AP	AST	BELMAR, NJ, MONMOUTH COUNTY AP	BLM
ATHENS, GEORGIA, USA	AHN	BEMIDJI, MINNESOTA, USA	BJI
ATHENS, OH, OHIO UNIV AIRPORT	ATO	BENSON, MN, MUNICIPAL AIRPORT	BBB
ATLANTA, GEORGIA, USA	ATL	BENTON HARBOR, MI, ROSS FIELD	BEH
ATLANTIC, IA, MUNICIPAL AIRPORT	AIO	BENNETTSVILLE, SC	BTN
ATLANTIC CITY, NJ, BADER FIELD	AIY	BERLIN, NH, MUNICIPAL AIRPORT	BML
ATLANTIC CITY, NJ-INTL, USA	ACY	BEVERLY, MA	BVY
AUBURN, CA	AUN	BIG PINEY, WY	BPI

BIG SPRING, TX, HOWARD AIRPORT HCA  
BIG SPRING, TX, WEBB AFB BGS  
BILLINGS, MT, LOGAN INTL AIRPORT BIL  
BILOXI, MS, KEESLER AFB BIX  
BINGHAMTON, NY, BROOME COUNTY AP BGM  
BIRMINGHAM, ALABAMA, USA BHM  
**BISHOP, CALIFORNIA, USA BIH**  
BISMARCK, NORTH DAKOTA, USA BIS  
**BLACKSBURG, VA, VIRGINIA TECH AP BCB**  
**BLACKSTONE, VA, BLACKSTONE AAF BKT**  
**BLAIRSVILLE, PA BSI**  
**BLANDING, UT BDG**  
**BLOCK ISLAND, RHODE ISLAND, USA BID**  
**BLOOMINGTON, ILLINOIS, USA BMI**  
BLOOMINGTON, IN, MONROE CTY AP BMG  
**BLUE BELL, PA, WINGS FIELD BBX**  
**BLUE CANYON, CA BLU**  
**BLUEFIELD, WEST VIRGINIA, USA BLF**  
BLYTHE, CA BLH  
BLYTHEVILLE, AR, BLYTHEVILLE AFB BYH  
**BOCA RATON, FL, PUBLIC AP BCT**  
BOISE, ID, AIR TERMINAL BOI  
**BORGER, TX BGD**  
BOSSIER CITY, LA, BARKSDALE AFB BAD  
BOSTON, MA, LOGAN INTL AIRPORT BOS  
**BOULDER CITY, NV BLD**  
**BOUNTIFUL, UT, SALT LAKE SKYPARK BTF**  
**BOWLING GREEN, VA, CAMP AF HILL AP APH**  
BOYNE FALLS, MI, BOYNE MTN AP BFA  
BOZEMAN, MT, GALLATIN FIELD BZN  
**BRADFORD, IL, RINKENBERGER AP BDF**  
BRADFORD, PENNSYLVANIA, USA BFD  
**BRADSTOWN, KY, SAMUELS FIELD BRY**  
**BRADY, TX, CURTIS FIELD BBD**  
BRAINERD, MINNESOTA, USA BRD  
**BRANDON, OR, STATE AP BDY**  
**BRAWLEY, CA BWC**  
**BRECKENRIDGE, TX, STEPHENS CTY AP BKD**  
BREMERTON, WA, NATIONAL AIRPORT PWT  
BRIDGEPORT, CONNECTICUT, USA BDR  
BRIGHAM CITY, UT BMC  
BRISTOL, TN, TRI-CITY REGIONAL AP TRI  
**BROADUS, MT BDX**  
**BROKEN BOW, NE BBW**  
**BROOKINGS, SOUTH DAKOTA, USA BKX**  
**BROOMFIELD, CO, JEFFCO AIRPORT BJC**  
BROWNSVILLE, TX, INTL AIRPORT BRO  
**BAKER, OR BKE**  
BRUNSWICK, GEORGIA, USA BQK  
BRUNSWICK, ME, BRUNSWICK NAS NHZ  
BRYCE CANYON, UTAH, USA BCE  
**BUFFALO, NEW YORK, USA BUF**

**BULLFROG BASIN, VT BFG**  
**BULLHEAD CITY AZ/LAUGHLIN NV, USA BHC**  
BURBANK, CALIFORNIA, USA BUR  
BURLINGTON, IOWA, USA BRL  
**BURLINGTON, MA BBF**  
BURLINGTON, VERMONT, USA BTV  
BURNS, OR, MUNICIPAL AIRPORT BNO  
**BURNELL, NE, MUNICIPAL AIRPORT BUB**  
**BUTLER, MO BUM**  
**BUTLER, PA, GRAHAM FIELD BTP**  
BUTTE, MONTANA, USA BTM

C  
CALVERTON, NY, NAV WEAP PLT AP CTO  
CAMP DOUGLAS, WI, VOLK FIELD VOK  
CAPE GIRARDEAU, MO, MUNICIPAL AP CGI  
CAMP MACKALL, NC, MACKALL AAF HFF  
**CAMP PICKET, VA, BLACKSTONE AAF BKT**  
CAMP SPRINGS, MD, ANDREWS AFB ADW  
CAMP SPRINGS, MD, ANDREWS NAF NSF  
CARLSBAD, NM, CAVERN CITY AIRPORT CNM  
CASPER, WY, NATRONA CTY INTL AP CPR  
**CATALINA ISLAND, CALIFORNIA, USA AVX**  
CEDAR CITY, UT, MUNICIPAL AIRPORT CDC  
CEDAR RAPIDS, IA CID  
CHADRON, NE, CHADRON MUNICIPAL AP CDR  
CHAMPAIGN, IL, UNIV IL-WILLARD AP CMI  
CHANDLER, AZ, WILLIAMS AFB CHD  
CHARLESTON, SC, CHARLESTON AFB CHS  
CHARLESTON, WV, YEAGER AIRPORT CRW  
CHARLOTTE, NC, DOUGLAS INTL AP CLT  
CHARLOTTESVILLE, VA, ALBEMARLE AP CHO  
CHATTANOOGA, TN, LOVELL FIELD CHA  
CHERRY POINT, NC, MCAS CHERRY PT NKT  
CHEYENNE, WY CYS  
CHEYENNE, WY, F E WARREN AFB FEW  
CHICAGO, IL, MIDWAY AIRPORT MDW  
CHICAGO, IL, O'HARE INTL AP ORD  
CHICO, CA, MUNICIPAL AIRPORT CIC  
CHICOPEE, MA, WESTOVER AFB CEF  
CHINA LAKE, CA, ARMITAGE FIELD NID  
CINCINNATI, OH, LUNKEN FIELD LUK  
CLARKSBURG, WV, BENEDUM AIRPORT CKB  
CLEVELAND, OH, BURKE LAKEFRONT AP BKL  
CLEVELAND, OH, HOPKINS INTL AP CLE  
CLINTON, OK, CLINTON-SHERMAN AP CSM  
CLOVIS, NM, CANNON AFB CVS  
COCOA BEACH, FL, PATRICK AFB COF  
COCOA BEACH, FL, SKID STRIP AP XMR  
COEUR D'ALENE, ID, AIR TERMINAL COE  
COLLEGE STA, TX, EASTERWOOD FLD CLL  
COLORADO SPGS, CO, PETERSON FIELD COS

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<b>COLORADO SFGS, CO, USAF ACADEMY</b>	<b>AFF</b>
COLUMBIA, MO, REGIONAL AIRPORT	COU
COLUMBIA, SC, METRO AIRPORT	CAE
COLUMBIA, SC, OWENS DOWNTOWN AP	CUB
COLUMBIA, SC, MC ENTIRE ANG	MMT
COLUMBUS, IN, MUNICIPAL AIRPORT	<b>CLU</b>
COLUMBUS, OH, PORT COLUMBUS INTL	CMH
COLUMBUS, OH, RICKENBACKER ANGB	LCK
COLUMBUS, MS, COLUMBUS AFB	CBM
COLUMBUS, MS, GOLDEN TRIANGLE AP	GTR
COLUMBUS, NM, MUNICIPAL AIRPORT	CUS
CORPUS CHRISTI, TX, INTL AP	CRP
CORPUS CHRISTI, TX, NAS	NGP
COVINGTON, KY, GTR CINC INTL AP	CVG
CRESCENT CITY, CA, MC NANARA AP	CEC
CRESTVIEW, FL, BOB SIKES AIRPORT	CEW
CROWS LANDING, CA, CROWS LDG NAF	NRC
CULVER CITY, CA, HUGHES AIRPORT	CVR
CUT BANK, MT, MUNICIPAL AIRPORT	CTB

**D**

DAGGETT, CA, BARSTOW-DAGGETT AP	DAG
<b>DALLAS, TX, ADDISON AIRPORT</b>	<b>ADS</b>
DALLAS, TX, DALLAS-FT WORTH INTL	DFW
DALLAS, TX, LOVE FIELD	DAL
DALLAS, TX, DALLAS NAS	NBE
DANVILLE, IL, VERMILION CTY AP	DNV
DANVILLE, VA, REGIONAL AIRPORT	DAN
DAYTON, OH, JAS M COX INTL AP	DAY
DAYTON, OH, WRIGHT-PATTERSON AFB	FFO
DAYTONA BEACH, FL	DAB
DECATUR, IL	DEC
DEL RIO, TX, LAUGHLIN AFB	DLF
DEMING, NM, MUNICIPAL AIRPORT	DMN
<b>DENVER, CO, ARAPAHOE COUNTY AP</b>	<b>APA</b>
<b>DENVER, CO, BUCKLEY ANG</b>	<b>BFK</b>
DENVER, CO, STAPLETON INTL AP	DEN
DES MOINES, IA, DES MOINES INTL	DSM
DETROIT, MI, DETROIT CITY AIRPORT	DET
DETROIT, MI, METRO WAYNE CTY AP	DTW
DETROIT, MI, WILLOW RUN AIRPORT	YIP
DOTHAN, AL	DHN
DOUGLAS, AZ, BISBEE-DOUGLAS INTL	DUG
DOVER, DL, DOVER AFB	DOV
DUBUQUE, IA, REGIONAL AIRPORT	DBQ
DUGWAY PRG GND, UT, MICHAEL AAF	DPG
DULUTH, MN, INTL AIRPORT	DLH
<b>DURANGO, CO, ANIMAS AIRPARK</b>	<b>AMK</b>
DURANGO, CO, DURANGO-LA PLATA AP	DRO

**E**

EAST HAMPTON, NY	HTO
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EAST HARTFORD, CT, RENTSCHLER AP	EHT
EAU CLAIRE, WI, EAU CLAIRE CTY AP	EAU
EDWARDS, CA, EDWARDS AFB	EDW
EL CENTRO, CA, EL CENTRO NAF	NJK
ELIZABETH CITY, NC, CGAS	ECG
ELKINS, WV, JENNINGS RANDOLPH FLD	EKN
ELLENBURG, WA, BOWERS FIELD AP	ELN
ELMIRA, NY, REGIONAL AIRPORT	ELM
EL PASO, TX, BIGGS AAF	BIF
EL PASO, TX, INTL AIRPORT	ELP
EMIGRANT GAP, CA, BLUE CANYON AP	BLU
<b>ENDICOTT, NY, BROOME COUNTY AP</b>	<b>BGM</b>
ENID, OK, VANCE AFB	END
EPHRATA, WA, MUNICIPAL AIRPORT	EPH
ERIE, PA, INTL AIRPORT	ERI
ESCANABA, MI, DELTA CTY AIRPORT	ESC
EUGENE, OR, MAHLON SWEET FIELD	EUG
<b>EUREKA/ARCATA, CALIFORNIA, USA</b>	<b>ACV</b>
EVANSVILLE, IN, REGIONAL AIRPORT	EVV
EVERETT, WA, SNOHOMISH CTY AP	PAE

**F**

FAIRFIELD, CA, TRAVIS AFB	SUU
FALLON, NV, FALLON NAS	NFL
FALMOUTH, MA, OTIS ANGB	FMH
FARGO, ND, HECTOR INTL AIRPORT	FAR
FARMINGDALE, NY, REPUBLIC AIRPORT	FRG
FARMINGTON, MN, FOUR CORNERS AP	FMN
FAYETTEVILLE, AR, DRAKE FIELD	FYV
FAYETTEVILLE, NC	FAY
FAYETTEVILLE, NC, POPE AFB	POB
FINDLAY, OH	FDY
FLAGSTAFF, AZ, PULLIAM AIRPORT	FLG
FLINT, MI, BISHOP INTL AP	FNT
FLORENCE, SC, REGIONAL AIRPORT	FLO
FORT BENNING, GA, LAWSON AAF	LSF
FORT CAMPBELL, KY, CAMPBELL AAF	HOP
FORT DEVENS, MA, MOORE AAF	AYE
FORT DRUM, NY, WHEELER-SACK AAF	GTB
FORT EUSTIS, VA, FELKER AAF	FAF
FORT HOOD, TX, ROBERT GRAY AAF	GRK
FORT HUACHUCA, AZ, LIBBY AAF	FHU
FORT IRWIN, CA, BICYCLE LAKE AAF	BYS
FORT KNOX, KY, GODMAN AAF	FTK
FORT LAUDERDALE, FL, INTL AP	FLL
FORT LEAVENWORTH, KS, SHERMAN AFB	FLV
FORT LEONARD WOOD, MO, FORNEY AAF	TBN
FORT MYERS, FL, PAGE FIELD	FMY
FORT ORD, CA, FRITZSCHE AAF	OAR
FORT POLK, LA, POLK AAF	POE
FORT RUCKER, AL, CAIRNS AAF	OZR
FORT SILL, OK, HENRY POST AAF	FSI



FORT SMITH, AR, MUNICIPAL AP FSM  
FORT WAYNE, IN, MUNICIPAL AP FWA  
**FORT WORTH, TX, ALLIANCE AIRPORT AFW**  
FORT WORTH, TX, CARSWELL AFB FWH  
FORT WORTH, TX, MEACHAM AIRPORT FTW  
FRANKLIN, PA, CHESS LAMBERTON AP FKL  
FRESNO, CA, AIR TERMINAL FAT

G

GAGE, OK, GAGE-SHATTUCK AIRPORT GAG  
GAINESVILLE, FL GNV  
GALLUP, NM, MUNICIPAL AIRPORT GUP  
GALVESTON, TX, SCHOLES FIELD GLS  
GARDEN CITY, KS GCK  
GARY, IN, REGIONAL AIRPORT GYY  
GILA BEND, AZ, AF AUX AIRPORT GBN  
GLASGOW, MT, INTL AIRPORT GGW  
GLENDALE, AZ, LUKE AFB LUF  
GLENVIEW, IL, GLENVIEW NAS NBU  
GLYNCO, GA, GLYNCO NAS NEA  
GOLDSBORO, NC, SEYMOUR-JOHNSON AB GSB  
GOODLAND, KS, RENNER FIELD GLD  
GRAND CANYON, AZ, NATL PARK AP GCN  
GRAND FORKS, ND, GRAND FORKS AFB RDR  
GRAND FORKS, ND, INTL AIRPORT GFK  
GRAND ISLAND, NE, CENT NE REG AP GRI  
GRAND JUNCTION, CO, WALKER FIELD GJT  
GRAND RAPIDS, MI, KENT CTY INTL GRR  
GREAT BEND, KS GBD  
GREAT FALLS, MT, INTL AIRPORT GTF  
GREAT FALLS, MT, MALMSTROM AFB GFA  
GREEN BAY, WI, AUSTIN-STRAUBEL AP GRB  
GREENSBORO, NC, PIEDMONT INTL AP GSO  
GREENVILLE, IL GRE  
GREENVILLE, MS, MUNICIPAL AP GLH  
GREENVILLE, TX, MAJORS AIRPORT GVT  
GREER, SC, GREENVILLE-SPTNSBG AP GSP  
GROTON, CT, GROTON-NEW LONDON AP GON  
GULFPORT, MS, GULFPORT-BILOXI AP GPT  
GWINN MI, K I SAWYER AFB SAW

H

HAGERSTOWN, MD, WASH COUNTY AP HGR  
HALF MOON BAY, CA HAF  
HAMPTON, VA, LANGLEY AFB LFI  
HANCOCK, MI, HOUGHTON CTY MEM AP CMX  
HARLINGEN, TX, RIO GRANDE VAL IAP HRL  
HARRISBURG, PA, INTL AIRPORT MDT  
HARRISON, AR, BOONE COUNTY AP HRO  
**HARTFORD, CT, BRADLEY INTL AP BDL**  
HATTIESBURG, MS, B L CHAIN AP HBG  
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HAYWARD, CA, AIR TERMINAL HWD  
HELENA, MT, REGIONAL AIRPORT HLN  
**HENDERSONVILLE, NC AVL**  
HERLONG, CA, AMEDEE AAF AHC  
HOBBS, NM, LEA COUNTY AIRPORT HOB  
HOMESTEAD, FL, HOMESTEAD AFB HST  
HOQUIAM, WA, BOWERMAN AIRPORT HQM  
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HOUSTON, TX, INTERCONTINENTAL AP IAH  
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HUNTSVILLE, AL, REDSTONE AAF HUA

I

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INDIAN SPRINGS, NV, AF AUX AP INS  
INDIANAPOLIS, IN, INTL AIRPORT IND  
INTERNATIONAL FALLS, MN, INTL AP INL  
IRON MOUNTIAN, MI, FORD AIRPORT IMT  
IRONWOOD, MI, GOGEBIC CTY AIRPORT IWD  
ISLIP, NY, MAC ARTHUR AIRPORT ISP  
ITHACA, NY, TOMKINS COUNTY AP ITH

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JACKSON, TN, MCKELLARSIPES AP MKL  
JACKSON, WY, JACKSON HOLE AIRPORT JAC  
JACKSONVILLE, AR, LITTLE ROCK AFB LRF  
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KALAMAZOO, MICHIGAN, USA AZO  
KALISPELL, MT, GLACIER PARK INTL FCA  
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LEMOORE, CA, LEMOORE NAS	NLC
LEWISTON, ID, NEZ PERCE CTY AP	LWS
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LIMESTONE, ME, LORING AFB	LIZ
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LONDON, KY, LONDON-CORBIN AIRPORT	LOZ
LONG BEACH, CA	LGB
LONGVIEW, TX, GREGG COUNTY AP	GGG
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MANCHESTER, NH	MHT
<b>MAGNOLIA, AR, MUNICIPAL AIRPORT</b>	<b>AGO</b>
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MARION, IL, WILLIAMSON CTY REG AP	MWA
MARQUETTE, MI, MARQUETTE CTY AP	MQT
<b>MARSHALL, TX, HARRISON COUNTY AP</b>	<b>ASL</b>
MARTINSBURG, WV, SHEPHERD AIRPORT	MRB
MARY ESTHER, FL, HURLBURT FIELD	HRT
MARYSVILLE, CA, BEALE AFB	BAB
MASON CITY, IA	MCW
MATAGORDA IS, TX, MATAGORDA AFB	MGI
MAYPORT, FL, MAYPORT NAS	NRB
MC ALESTER, OK, REGIONAL AIRPORT	MLC
MC ALLEN, TX, MILLER INTL AP	MFE
MC CALL, ID	MYL
MEDFORD, OR, JACKSON COUNTY AP	MFR
MELBOURNE, FL, REGIONAL AIRPORT	MLB
MEMPHIS, TN, INTL AIRPORT	MEM
MERCED, CA, CASTLE AFB	MER
MERIDIAN, MS, KEY FIELD	MEI
MERIDIAN, MS, MERIDIAN NAS	NMM
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MIDLAND, TX, INTL AIRPORT	MAF
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MILLINGTON, TN, MEMPHIS NAS	NQA
MILWAUKEE, WI, GEN MITCHELL INTL	MKE
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<b>MINOCQUA, WISCONSIN, USA</b>	<b>ARV</b>
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MISSOULA, MT, INTL AIRPORT	MSO
MITCHELL, SD, MUNICIPAL AIRPORT	MHE
MOAB, UT, CANYONLANDS FIELD	CNY
MOBILE, AL, BATES FIELD	MOB
MOBILE, AL, DOWNTOWN AP	BFM
MODESTO, CA, HARRY SHAM FIELD	MOD
MOLINE, IL, QUAD CITY AIRPORT	MLI
MONROE, LA, REGIONAL AIRPORT	MLU
MONTAGUE, CA, SISKIYOU CTY AP	SIY
MONTEREY, CA, MONTEREY PENIN AP	MRY
MONTGOMERY, AL, DANNELLY FIELD	MGM
MONTGOMERY, AL, MAXWELL AFB	MXF
MORGANTOWN, WV	MGW
MOSES LAKE, WA, GRANT COUNTY AP	MWH
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MOUNT CLEMENS, MI, SELFRIDGE ANGB MTC  
MOUNT VERNON, IL MVN  
MOUNTAIN HOME, ID, MTN HOME AFB MUO  
MOUNTAIN VIEW, CA, MOFFETT FLD NUQ  
MUSKEGON, MI, MUSKEGON COUNTY AP MKG  
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MYRTLE BEACH, SC, GRAND STRAND AP CRE  
MYRTLE BEACH, SC, MYRTLE BEACH AB MYR

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N MYRTLE BEACH, SC, GND STRAND AP CRE  
NANTUCKET, MASSACHUSETTS, USA ACK  
**NAPA, CA, NAPA COUNTY AIRPORT APC**  
**NAPLES, FLORIDA, USA APF**  
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NATCHEZ, MS, HARDY-ANDERS FIELD HEZ  
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NEW BEDFORD, MA EWB  
NEW HAVEN, CT, TWEED-NEW HAVEN AP HVN  
NEW ORLEANS, LA, INTL AIRPORT MSY  
NEW ORLEANS, LA, NEW ORLEANS NAS NBG  
NEW YORK, NY, J F KENNEDY INTL AP JFK  
NEW YORK, NY, LA GUARDIA AIRPORT LGA  
NEWARK, NJ, INTL AIRPORT EWR  
NEWBURGH, NY, STEWART INTL AP SWF  
NEWPORT, OR, MUNICIPAL AIRPORT ONP  
NEWPORT NEWS, VA, INTL AIRPORT PHF  
NIAGARA FALLS, NY, INTL AIRPORT IAG  
NORFOLK, VA, INTL AIRPORT ORF  
NORFOLK, VA, NORFOLK NAS NGU  
NORTH, SC, NORTH AF AUX AIRPORT XNO  
NORTH PLATTE, NE, LEE BIRD FIELD LBF

**O**

OAK HARBOR, WA, WHIDBEY IS NAS NUW  
OAKLAND, CA, INTL AIRPORT OAK  
OCALA, FL, MUNICIPAL AIRPORT OCF  
OGDEN, UT, HILL AFB HIF  
OGDEN, UT, OGDEN-HINCKLEY AIRPORT OGD  
OKLAHOMA CITY, OK, TINKER AFB TIK  
OKLAHOMA CITY, OK, WILL ROGERS AP OKC  
OLYMPIA, WA OLM  
OMAHA, NE, EPPLEY AIRFIELD OMA  
OMAHA, NE, OFFUTT AFB OFF  
OMAK, WA OMK  
ORLANDO, FL, EXECUTIVE AIRPORT ORL  
ORLANDO, FL, INTL AIRPORT MCO  
OSCODA, MI, WURTSMITH AFB OSC  
OSHKOSH, WI, WITTMAN REGIONAL AP OSH

OTTUMWA, IA, INDUST AIRPORT OTM

**P**

PADUCAH, KY, BARKLEY REGIONAL AP PAH  
PAGE, AZ, MUNICIPAL AIRPORT PGA  
PALM SPRINGS, CA, REGIONAL AP PSP  
PALMDALE, CA, AF PLT 42 AIRPORT PMD  
PANAMA CITY, FL PFN  
PANAMA CITY, FL, TYNDALL AFB PAM  
PARKERSBURG, WV, WOOD COUNTY AP PKB  
PASO ROBLES, CA PRB  
PATUXENT RIVER, MD, PATUX RIV NAS NHK  
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PELLSTON, MI, REGIONAL AIRPORT PLN  
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PENSACOLA, FL, REGIONAL AIRPORT PNS  
PEORIA, IL, REGIONAL AIRPORT PIA  
PERU, IN, GRISSOM AFB GUS  
PHILADELPHIA, PA, INTL AIRPORT PHL  
PHOENIX, AZ, SKY HARBOR INTL AP PHX  
PIERRE, SD, MUNICIPAL AIRPORT PIR  
PINE BLUFF, AR, GRIDER FIELD PBF  
PITTSBURGH, PA, ALLEGHENY CTY AP AGC  
PITTSBURGH, PA, INTL AIRPORT PIT  
PLATTSBURGH, NY, CLINTON CTY AP PLB  
PLATTSBURGH, NY, PLATTSBURGH AFB PBG  
POCATTELLO, ID, MUNICIPAL AIRPORT PIH  
**POHAKULOA, HE, BRADSHAW AAF BSF**  
POINT MUGU, CA, POINT MUGU NAS NTD  
PORTLAND, ME, INTL AIRPORT PWM  
PORTLAND, OR, INTL AIRPORT PDX  
PORTSMOUTH, NH, PEASE AFB PSM  
PRESQUE ISLE, ME, N MAINE REG AP PQI  
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PROVIDENCE, RI, TF GREEN STATE AP PVD  
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RAPID CITY, SD, ELLSWORTH AFB RCA  
RAPID CITY, SD, REGIONAL AIRPORT RAP  
RAWLINS, WY, MUNICIPAL AIRPORT RWL  
REDDING, CA, MUNICIPAL AIRPORT RDD  
REDMOND, OR, ROBERTS FIELD RDM  
RENO, NV, CANNON INTL AP RNO  
RHINELANDER, WI, ONEIDA COUNTY AP RHI  
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 ROLLA/VICHY, MO, ROLLA NATL AP  
 ROME, NY, GRIFFISS AFB  
 ROME, GA, RICHARD B RUSSELL AP  
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 S WEYMOUTH, MA, S WEYMOUTH NAS  
 SACRAMENTO, CA, MATHER AFB  
 SACRAMENTO, CA, MC CLELLAN AFB  
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 SALEM, OR, MCNARY FIELD  
 SALINA, KS, MUNICIPAL AIRPORT  
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 SAN CLEMENTE, ISLAND, CA  
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 SAN DIEGO, CA, MIRAMAR NAS  
 SAN DIEGO, CA, NORTH ISLAND NAS  
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 SANTA MONICA, CA, MONICIPAL AP  
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 SARASOTA/BRADENTON, FL  
 SAULT STE MARIE, MI  
 SAULT STE MARIE, MI, KINCHELOE AFB  
 SAVANNAH, GA, HUNTER AAF  
 SAVANNAH, GA, INTL AIRPORT  
 SCHENECTADY, NY  
 SCOTTSBLUFF, NEBRASKA, USA  
 SCRANTON, PA, INTL AIRPORT  
 SEATTLE, WASHIGTON, USA  
 SEATTLE, WA, SEATTLE-TACOMA INTL  
 SEBRING, FL, REGIONAL AIRPORT

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SELMA, AL, CRAIG FIELD  
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 THE DALLES, OR  
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 TOPEKA, KS, PHILIP BILLARD AP  
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 TUCSON, AZ, INTL AIRPORT  
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 TWENTYNINE PALMS, CA

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UTICA, NY, ONEIDA COUNTY AIRPORT UCA  
UVALDE, TX, GARNER FIELD UVA

V

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VALPARISO, FL, ELGIN AF AUX AP EGI  
VALPARISO, FL, ELGIN AFB VPS  
VAN NUYS, CA VNY  
VERNAL, UT VEL  
VERO BEACH, FL VRB  
VICTORIA, TX, REGIONAL AIRPORT VCT  
VICTORVILLE, CA, GEORGE AFB VCV  
VIRGINIA BEACH, VA, OCEANA NAS NTU

W

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WACO, TEXAS, USA ACT  
WAIMANALO, HI, BELLOWS FIELD BLW  
WALLA WALLA, WASHINGTON, USA ALW  
WALLOPS IS, VA, WALLOPS FLT FAC WAL  
WALNUT RIDGE, AR ARG  
WAPAKONETA, OH, N ARMSTRONG AP AXV  
WARMINSTER, PA, WARMINSTER NAF NJP  
WARNER ROBINS, GA, ROBINS AFB WRB  
WASHINGTON, DC, DULLES INTL AP IAD  
WASHINGTON, DC, NATIONAL AIRPORT DCA  
WATERLOO, IA, USA ALO  
WATERTOWN, NEW YORK, USA ART  
WATERTOWN, SOUTH DAKOTA, USA ATY  
WAUSAU, WISCONSIN, USA AUW  
WAYCROSS, CA, WARE COUNTY AP AYS  
WENATCHEE, WA, PANGBORN MEM AP EAT

WESTFIELD, MA, BARNES MUNI AP BAF  
WESTHAMPTON, NY, SUFFOLK CTY AP FOK  
WEST MEMPHIS, AR, MUNICIPAL AP ANM  
WEST PALM BEACH, FL, INTL AP PBI  
WHEELING, WV, OHIO COUNTY AP HLG  
WHITE PLAINS, NY, WESTCHESTER AP HPN  
WHITE SANDS, NM, CONDRON AAF WSD  
WHITESBURG, KY BRG  
WICHITA, KS, BEECH AIRPORT BEC  
WICHITA, KS, MC CONNELL AFB IAB  
WICHITA, KS, MID-CONTINENT AP ICT  
WICHITA FALLS, TX, SHEPPARD AFB SPS  
WILKES-BARRE-SCRANTON, PA, USA AVP  
WILLIAMSPORT, PA, LYCOMING CTY AP IPT  
WILLISTON, ND, SLOULIN FLD INTL ISN  
WILLOW GROVE, PA, NAS NXX  
WILMINGTON, DE, NEW CASTLE CTY AP ILG  
WILMINGTON, NC, NEW HANOVER AP ILM  
WINDSOR LOCKS, CT, BRADLEY INTL BDL  
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WINSTON-SALEM, NC, S REYNOLDS AP INT  
WOOSTER, OH, WAYNE COUNTY AIRPORT BJJ  
WORCESTER, MA, MUNICIPAL AIRPORT ORH  
WRIGHTSTOWN, NJ, MC GUIRE AFB WRI

Y

YAKIMA, WA, AIR TERMINAL YKM  
YAKIMA, WA, YAKIMA FIRING CTR AAF FCT  
YOUNGSTOWN, OH YNG  
YUMA, AZ, MCAS YUMA NYL  
YUMA PROVING GND, AZ, LAGUNA AAF LGF

Z

ZANESVILLE, OH ZZV  
ZEPHYRHILLS, FL ZPH  
ZUNI PUEBLO, NM, BLACK ROCK AP ZUN

b. Overseas airports

AIRPORT LOCATION/NAME	CODE
ALASKA	
ADAK NAVAL AIR STATION	ADK
AKHIOK	AKK
AKIAK	AKI
ALITAK	ALZ
ALAK-NUK	AUK
ALITAK	ALZ
ALLAKAKET	AET
ALYESKA	AOS

AIRPORT LOCATION/NAME	CODE
AMBLER	ABL
AMCHITKA	AHT
AMOOK	AOS
ANAKTUVUK	AKP
ANCHORAGE, ELMENDORF AFB	EDF
ANCHORAGE INTERNATIONAL AIRPORT	ANC
ANGOON	AGN
ANIAK	ANI
ANITA BAY	AIB

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<b>ANVIK</b>	<b>ANV</b>	<b>SAN RAFAEL, MD</b>	<b>AFA</b>
<b>ARCTIC VILLAGE</b>	<b>AQY</b>	<b>ZAPALA, NE</b>	<b>APZ</b>
<b>ATKA</b>	<b>AKB</b>		
<b>ATMAUTLUAK</b>	<b>ATT</b>	<b>ARUBA</b>	
<b>ATQASUK</b>	<b>ATK</b>	<b>ARUBA</b>	<b>AUA</b>
<b>ATTU ISLAND, CASCO COVE AP</b>	<b>ATU</b>		
<b>BARROW METROPOLITAN AIRPORT</b>	<b>BRW</b>	<b>ASCENSION ISLAND</b>	
<b>CAPE LISBURNE</b>	<b>LUR</b>	<b>GEORGETOWN, WIDEWAKE FIELD</b>	<b>ASI</b>
<b>CAPE NEWENHAM</b>	<b>EHM</b>		
<b>CAPE ROMANZOF</b>	<b>CZF</b>	<b>AUSTRALIA</b>	
<b>COLD BAY</b>	<b>CDB</b>	<b>ABINGDON</b>	<b>ABG</b>
<b>CORDOVA, MILE 13 FIELD</b>	<b>CDV</b>	<b>ADELAIDE</b>	<b>ADL</b>
<b>DEADHORSE</b>	<b>SCC</b>	<b>AGNEW</b>	<b>AGW</b>
<b>FAIRBANKS, EIELSON AFB</b>	<b>EIL</b>	<b>ALBANY, WA</b>	<b>ALH</b>
<b>FAIRBANKS INTL AIRPORT</b>	<b>FAI</b>	<b>ALBURY, NSW</b>	<b>ABY</b>
<b>FORT YUKON</b>	<b>FYU</b>	<b>ALICE SPRINGS</b>	<b>ASP</b>
<b>GALENA</b>	<b>GAL</b>	<b>ALPHA</b>	<b>ABH</b>
<b>HAINES MUNICIPAL AIRPORT</b>	<b>HNS</b>	<b>AMATA</b>	<b>AMT</b>
<b>JUNEAU</b>	<b>JNU</b>	<b>AMMAROO</b>	<b>AMY</b>
<b>KETCHIKAN INTL AIRPORT</b>	<b>KTN</b>	<b>ANDAMOOKA</b>	<b>ADO</b>
<b>KING SALMON</b>	<b>AKN</b>	<b>ANGUS DOWNS</b>	<b>ANZ</b>
<b>KODIAK</b>	<b>ADQ</b>	<b>ARARAT</b>	<b>ARY</b>
<b>KOTZEBUE</b>	<b>OTZ</b>	<b>ARGYLE DOWNS</b>	<b>AGY</b>
<b>SHEMYA, SHEMYA AFB</b>	<b>SYA</b>	<b>ARMDALE, NSW</b>	<b>ARM</b>
<b>SITKA</b>	<b>SIT</b>	<b>ARRABURY</b>	<b>AAB</b>
<b>SPARREVOHN, SPARREVOHN AFS</b>	<b>SVW</b>	<b>AUGUSTUS DOWNS</b>	<b>AUD</b>
<b>TATALINA, TATALINA AFS</b>	<b>TLJ</b>	<b>BAMAGA</b>	<b>ABM</b>
<b>TIN CITY, TIN CITY AFS</b>	<b>TNC</b>	<b>LEARMONTH</b>	<b>LEA</b>
<b>UTOPIA CREEK</b>	<b>UTO</b>	<b>PERTH</b>	<b>PER</b>
<b>WAINWRIGHT</b>	<b>AIN</b>	<b>RICHMOND</b>	<b>RCM</b>
		<b>SYDNEY, KINGSFORD SMITH AP</b>	<b>SYD</b>
		<b>WOOMERA</b>	<b>UMR</b>
<b>ALGERIA</b>			
<b>ALGIERSANGO INTL AIRPORT</b>	<b>ALG</b>	<b>AUSTRIA</b>	
<b>ANNABA, LES SALINES AP</b>	<b>AAE</b>	<b>ST ANTON</b>	<b>ANT</b>
		<b>AZORES</b>	
<b>AMERICAN SAMOA</b>		<b>LAJES AB</b>	<b>LGS</b>
<b>PANGO PANGO INTL AIRPORT</b>	<b>PPG</b>	<b>LAJES NAF</b>	<b>CTE</b>
<b>ANDORRA</b>			
<b>ANDORRA LA VELLA</b>	<b>ALV</b>	<b>BAHAMAS</b>	
		<b>ANDROS TOWN</b>	<b>ASD</b>
<b>ANGOLA</b>		<b>ARTHUR'S TOWN</b>	<b>ATC</b>
<b>ANDULO</b>	<b>ANL</b>	<b>GRAND BAHAMA</b>	<b>GBI</b>
<b>N' ZETO</b>	<b>ARZ</b>	<b>NASSAU INTL AIRPORT</b>	<b>NAS</b>
		<b>NORTH ELEUTHERA INTL AIRPORT</b>	<b>ELH</b>
<b>ANTARTICA</b>			
		<b>BAHRAIN</b>	
<b>ARGENTINA</b>		<b>BAHRAIN INTL AIRPORT</b>	<b>BAH</b>
<b>ALRO RIO SENGUERR, CB</b>	<b>ARR</b>	<b>SHAikh ISA</b>	<b>HSA</b>
<b>BUENOS AIRES, BA - NEWBERRY</b>	<b>AEP</b>		
<b>BUENOS AIRES METRO AIRPORT</b>	<b>BUE</b>	<b>BANGLADESH</b>	

DHAKA, ZIA INTL AIRPORT	DAC	ALERT, NWT	YLT
		CALGARY BAY	YYC
<b>BELARUS</b>		CAMBRIDGE BAY	YCB
MINSK	MSQ	CHURCHILL	YYQ
		COMOX, BRITISH COLUMBIA, CANADA	YQC
<b>BELGIUM</b>		EDMONTON INTERNATIONAL AIRPORT,	YEG
<b>ANTWERP</b>	<b>ANR</b>	ALBERTA, CANADA	
BRUSSELS NATIONAL AIRPORT	BRU	EDMONTON, NAMAQ, ALTA	YED
CHIEVRES	CHE	FORT NELSON	YYE
		FREDERICTON, NB, CANADA	YFC
<b>BERMUDA</b>		GANDER, NF	YQX
BERMUDA KINDLEY FIELD	BDA	GOOSE BAY	YYR
		HALIFAX/SHEARWATER, CFB, N.S.	YAW
<b>BOLIVIA</b>		IQUALUIT, NWT, CANADA	YFB
<b>APOLO</b>	<b>APB</b>	MONTREAL, QUEBEC-DORVAL, CANADA	YUL
<b>ASCENSION</b>	<b>ASC</b>	MONTREAL, QUEBEC-MIRBEL, CANADA	YMX
LA PAZ, EL ALTO AIRPORT	LPB	OTTAWA, ONTARIO, CANADA	YOW
		PELLY BAY	YUF
<b>BOSNIA-HERCEGOVINA</b>		QUEBEC, QUEBEC, CANADA	YQB
SARAJEVO	SJJ	REGINA, SASK, CANADA	YQR
		RESOLUTE BAY, NWT, CANADA	YRB
<b>BRAZIL</b>		ST JOHNS	YYT
<b>ALEGRETE, FEDERAL AIRPORT</b>	<b>ALQ</b>	SWIFT CURRENT	YYN
<b>ALENQUER</b>	<b>ALT</b>	TORONTO, ONTARIO-PEARSON, CANADA	YYZ
<b>ALMENARA</b>	<b>AMJ</b>	TRENTON, ONT	YTR
<b>ALTA FLORESTA</b>	<b>AFL</b>	VANCOUVER, BC, CANADA	YVR
<b>ALTAMIRA, PA</b>	<b>ATM</b>	WAINWRIGHT, ALTA, CANADA	YWV
<b>ALTO PARNAIBA</b>	<b>APY</b>	WINNIPEG	YWG
<b>ANAPOLIS</b>	<b>APS</b>		
<b>APUCARANA</b>	<b>APU</b>	<b>CANTON ISLAND</b>	
<b>ARACAJU</b>	<b>AJU</b>	CANTON ISLAND	CIS
<b>ARACTUBA, SF</b>	<b>ARU</b>		
<b>ARAGARCAS</b>	<b>ARS</b>	<b>CAROLINE ISLANDS</b>	
<b>ARAGUAINA</b>	<b>AUX</b>	ANGAUR	ANG
<b>ARAPITACA</b>	<b>APQ</b>	TRUK	TKK
<b>ARARAQUARA</b>	<b>AQA</b>	YAP	YAP
<b>ARAPONGAS</b>	<b>APX</b>	<b>CENTRAL AFRICAN REPUBLIC</b>	
<b>ARAXA</b>	<b>AAX</b>	YALINGA	AIG
<b>ARIQUEMES</b>	<b>AQM</b>		
<b>ARRAIAS</b>	<b>AAI</b>	<b>CHAD</b>	
<b>ASSIS</b>	<b>AIF</b>	ABECHER	AEH
<b>ITAUBA</b>	<b>AUB</b>	ABOU DEIA	AOD
RIO DE JANEIRO, METRO AIRPORT	RIO	AMTIMAN	AMC
		ATI	ATV
<b>BULGARIA</b>		MAO	AMO
BOURGAS	BOJ	ZAKOUMA	AKM
<b>BURUNDI</b>		<b>CHINA</b>	
BUJUMBURA INTL AIRPORT	BJM	AKSU	AKU
		ALTAY	AAT
<b>CANADA</b>		ANGING	AQG
AKULIVIK, QUEBEC	AKV	ANKANG	AKA

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<b>ARICA</b>	<b>ARI</b>	<b>COSTA RICA</b>	
		SAN JOSE, EL COCO AIRPORT	OCO
<b>CHILE</b>			
<b>ANTOFAGASTA</b>	<b>ANF</b>	<b>COTE D'IVOIRE</b>	
SANTIAGO, ARTURO M BENITEZ AP	SCL	<b>ABIDJAN</b>	<b>ABJ</b>
		<b>ABOISSO</b>	<b>ABO</b>
<b>CHRISTMAS ISLAND</b>		<b>YAMOUSSOUKRO</b>	<b>ASK</b>
CHRISTMAS ISLAND	XCH		
		<b>CROATIA</b>	
<b>COLOMBIA</b>		ZAGREB	ZAG
<b>ACANDI</b>	<b>ACD</b>		
<b>A CARICUARA</b>	<b>ARF</b>	<b>CUBA [CU]</b>	
<b>AGUACTARA</b>	<b>ACL</b>	GUANTANAMO NAS	GAO
<b>AMALFI</b>	<b>AFI</b>		
<b>ANDES</b>	<b>ADN</b>	<b>CYPRUS [CY]</b>	
<b>APARTADO</b>	<b>APO</b>	AKROTIRI	AKT
<b>APIAY</b>	<b>API</b>	NICOSA	ICO
<b>ARAQUITA</b>	<b>ARO</b>		
<b>ARARACUARA</b>	<b>ACR</b>	<b>DENMARK [DK]</b>	
<b>ARAUCA</b>	<b>AUC</b>	<b>AALBORG</b>	<b>AAL</b>
<b>ARBOLETAS</b>	<b>ARO</b>	<b>AARHUS, TIRSTRUP AP</b>	<b>AAR</b>
<b>ARICA</b>	<b>ACM</b>	COPENHAGEN	CPH
BOGOTA, ELDORADO AIRPORT	BOG		
CARTAGENA, RAFAEL NUNEZ AIRPORT	CTG	<b>DIEGO GARCIA</b>	
<b>SAN ANDRES ISLAND</b>	<b>ADZ</b>	DIEGO GARCIA	NKW
<b>COMMONWEALTH OF INDEPENDENT STATES (CIS)</b>		<b>DJIBOUTI</b>	
<b>ARAKAN</b>	<b>ABA</b>	<b>ALISABIEF</b>	<b>AIJ</b>
<b>ACHNISK</b>	<b>ACS</b>		
<b>ADLER/SOCHI</b>	<b>AER</b>	<b>DOMINICAN REPUBLIC</b>	
<b>AKTYUBINSK</b>	<b>AKY</b>	SANTO DOMINGO	SDQ
<b>ALDAN</b>	<b>ADH</b>		
ALMA ATA	ALA	<b>EASTER ISLAND</b>	
<b>AMDERMA</b>	<b>AMV</b>	EASTER IS, MATAVERI INTL AP	IPC
<b>ANAPA</b>	<b>AAQ</b>		
<b>ARKHANGELSK</b>	<b>ARH</b>	<b>ECUADOR</b>	
ASHKHABAD	ASB	<b>AMBATO, CHACHOAN AP</b>	<b>ATF</b>
<b>ASTRAKHAN</b>	<b>ASF</b>	QUITO, MARISCAL SUCR AIRPORT	UIO
<b>ATBASAR</b>	<b>ATX</b>		
BAKU	BAK	<b>EGYPT</b>	
BISHKEK	FRU	<b>ABU RUDEIS</b>	<b>AUE</b>
DUSHANBE	DYU	<b>ABU SIMBEL</b>	<b>ABS</b>
KISHINEV	KIV	<b>AL ARISH</b>	<b>AAC</b>
TASHKENT	TAS	<b>ALEXANDRIA</b>	<b>ALY</b>
YEREVAN	EVN	<b>ASSIUT</b>	<b>ATZ</b>
		<b>ASWAN</b>	<b>ASW</b>
<b>COMOROS</b>		CAIRO INTL AIRPORT	CAI
<b>ANJOUAN</b>	<b>AJN</b>	LUXOR	LXR
<b>CONGO</b>		<b>EL SALVADOR</b>	
<b>ZANAGA</b>	<b>ANJ</b>	SAN SALVADOR, INTL AIRPORT	SAL



<b>EMIRATES</b>		HANOVER, HANOVER AIRPORT	HAJ
<b>ABU DHABI</b>	<b>AUH</b>	NUREMBERG	NUE
		RAMSTEIN, RAMSTEIN AB	RMS
<b>ENEWETAK</b>		SAARBRUECKEN, ENSHEIM AIRPORT	SCN
SEE MARSHALL ISLANDS		SEMBACH, SEMBACH AB	SEX
		SPANGDAHLEM, SPANGDAHLEM AB	SPM
<b>ESTONIA</b>		STUTTGART, ECHTERDINGEN	STR
TALLINN, ULEMISTE AIRPORT	TLL	<b>WANGEROOGE, FLUGPLATZ</b>	<b>AGE</b>
		WIESBADEN, WIESBADEN AB	WIE
<b>ETHIOPIA</b>		<b>GHANA</b>	
ADDIS ABABA, BOLE AIRPORT	ADD	<b>ACCRA</b>	<b>ACC</b>
<b>AJACCIO, CORSICA AP</b>	<b>AJA</b>		
<b>ALPE D HUEZ</b>	<b>AHZ</b>	<b>GREECE</b>	
<b>AREA MINTCH</b>	<b>AMH</b>	<b>AGRINION</b>	<b>AGQ</b>
<b>ASELA</b>	<b>ALK</b>	ATHENS, HELLINIKON AIRPORT	ATH
<b>ASMARA</b>	<b>ASM</b>	<b>KARPATOS</b>	<b>AOK</b>
<b>ASOSA</b>	<b>ASO</b>	LARISA	LRA
<b>ASSAB</b>	<b>ASA</b>	TANAGRA	TGR
<b>KABRI DAR</b>	<b>ABK</b>		
<b>FIJI</b>		<b>GREENLAND</b>	
<b>SAQANI</b>	<b>AQS</b>	<b>ANGMAGSSALIK</b>	<b>AGM</b>
		SONDRE STROMFJORD. SONDRESTROM AB	SFJ
<b>FRANCE</b>		THULE, THULE AB	THU
<b>AGEN, LA GARENNE AIRPORT</b>	<b>AGF</b>	<b>GUAM</b>	
<b>ANGERS, ARVILLE AIRPORT</b>	<b>ANE</b>	SEE MARIANA ISLANDS	
<b>ANGOULEME, BELAIR AIRPORT</b>	<b>ANG</b>		
<b>AURILLAC</b>	<b>AUR</b>	<b>GUATEMALA</b>	
EVREUX	EVX	GUATEMALA CITY, LA AURORA	GUA
PARIS, CHAS DE GAULLE AIRPORT	CDG		
PARIS, ORLEY AIRPORT	ORY	<b>GUYANA</b>	
<b>FRENCH POLYNESIA</b>		<b>AISHALTON</b>	<b>AHL</b>
<b>ANAA</b>	<b>AAA</b>		
<b>APATAKI</b>	<b>APK</b>	<b>HAWAII</b>	
<b>ATUONA</b>	<b>AUQ</b>	HONOLULU, HICKAM AFB	HIK
<b>GABON</b>		HONOLULU INTL AIRPORT	HNL
<b>AKIENI</b>	<b>AKE</b>	HOOLEHUA, MOLOKAI AIRPORT	MKK
		<b>HONDURAS</b>	
<b>GERMANY</b>		<b>AHUAS</b>	<b>AHS</b>
<b>AACHEN</b>	<b>AAH</b>	SAN PEDRO SULA	SAP
<b>AUGSBURG</b>	<b>AGB</b>	PLANADAS	PLA
BERLIN, TEGEL AIRPORT	TXL	TEGUCIGALPA	TGU
BERLIN, TEMPELHOF	THF	TRUJILLO	TJI
BITBURG, BITBURG AB	BBJ		
DRESDEN, DRESDEN AIRPORT	DRS	<b>ICELAND</b>	
FRANKFORT INTL AIRPORT	FRA	<b>AKUREYRI</b>	<b>AEY</b>
FRANKFORT, RHEIN-MAIN AFB	FRF	REYKJAVIK, KEFLAVIK INTL AP	KEF
HAHN, HAHN AB	HHN		
HAMBURG, FUHLBUETTEL	HAM	<b>INDIA</b>	
		<b>AGATTI ISLAND</b>	<b>AGX</b>

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<b>AGRA</b>	<b>AGR</b>	<b>AGUNI</b>	<b>AGJ</b>
<b>AHMEDABAD</b>	<b>AND</b>	<b>AMAMI O. SHIMA</b>	<b>ASJ</b>
<b>AIZAWL</b>	<b>AJL</b>	<b>AOMON</b>	<b>AOJ</b>
<b>AKOLA</b>	<b>AKD</b>	<b>ASAHIKAWA</b>	<b>AKJ</b>
<b>AMRITSAR</b>	<b>ATQ</b>	<b>FUKUOKA</b>	<b>FUK</b>
<b>CALCUTTA</b>	<b>CCU</b>	<b>IWAKUNI, MCAS IWAKUNI</b>	<b>IWA</b>
<b>DELHI, INDIRA GANDHI INTL AP</b>	<b>DEL</b>	<b>KAGOSHIMA</b>	<b>KOJ</b>
		<b>KUSHIRO</b>	<b>KUH</b>
<b>INDONESIA</b>		<b>MISAWA</b>	<b>MSJ</b>
<b>AEX GODRNG</b>	<b>AEG</b>	<b>NIIGATA</b>	<b>KIJ</b>
<b>ALOR</b>	<b>ARD</b>	<b>OKINAWA, KADENA AFB</b>	<b>DNA</b>
<b>AMAHAI</b>	<b>AHI</b>	<b>OKINAWA, MCAS FUTEMA</b>	<b>NFO</b>
<b>AMBON</b>	<b>AMQ</b>	<b>OKINAWA, NAHA AFB</b>	<b>AHA</b>
<b>ANGGI</b>	<b>AGD</b>	<b>SAPPORO, CHITOSE AIRPORT</b>	<b>CTS</b>
<b>APALAPSILI</b>	<b>AAS</b>	<b>TOKYO METRO AIRPORT</b>	<b>TYO</b>
<b>ARSO</b>	<b>ARJ</b>	<b>TOKYO, NARITA AIRPORT</b>	<b>NRT</b>
<b>ASTRAKSETRA</b>	<b>AKQ</b>	<b>TOKYO, YOKOTA AFB</b>	<b>OKO</b>
<b>ATAMBUA</b>	<b>ABU</b>		
<b>ATAURO</b>	<b>AUT</b>	<b>JOHNSTON ISLAND</b>	
<b>DJAKARTA AIRPORT</b>	<b>DJK</b>	<b>JOHNSTON ISLAND</b>	<b>JON</b>
<b>MATARAM</b>	<b>AMI</b>		
		<b>JORDAN</b>	
<b>IRAN</b>		<b>AMMAN, CIVIL AIRPORT</b>	<b>ADJ</b>
<b>ABADAN</b>	<b>ABD</b>	<b>AMMAN, QUEEN ALIA INTL AIRPORT</b>	<b>AMM</b>
<b>TEHRAN, MEHRABAD AIRPORT</b>	<b>THR</b>	<b>AQABA</b>	<b>AQJ</b>
		<b>KENYA</b>	
<b>IRELAND</b>		<b>AMBOSELI</b>	<b>ASV</b>
<b>SHANNON</b>	<b>SNN</b>	<b>MOMBASA, MOI INTL AIRPORT</b>	<b>MBA</b>
		<b>NAIROBI, JOMO KENYATTA INTL AP</b>	<b>NBO</b>
<b>ISRAEL</b>		<b>KIRIBATI</b>	
<b>TEL AVIV, BEN GURION INTL AP</b>	<b>TLV</b>	<b>ABAIANG</b>	<b>ABF</b>
		<b>ABEMAMA</b>	<b>AEA</b>
<b>ITALY</b>	<b>ALL</b>	<b>ARORAE ISLAND</b>	<b>AIS</b>
<b>ALBENGA</b>	<b>AHO</b>	<b>CANTON ISLAND</b>	<b>CIS</b>
<b>ALGHERO, FERTILIA AIRPORT</b>	<b>AOI</b>	<b>CHRISTMAS ISLAND</b>	<b>CXI</b>
<b>ANCONA</b>	<b>AVB</b>		
<b>AVIANO</b>	<b>BDS</b>	<b>KOREA</b>	
<b>BRINDISI, PAPOLA CASALE AIRPORT</b>	<b>LMP</b>	<b>ARANUKA</b>	<b>AAK</b>
<b>LAMPEDUSA</b>	<b>NAP</b>	<b>CHEJU, CHEJU AIRPORT</b>	<b>CJU</b>
<b>NAPLES</b>	<b>OLB</b>	<b>KUSAN, KUSAN AIR BASE</b>	<b>KUZ</b>
<b>OLBIA, COSTA SMERALDA AIRPORT</b>	<b>PSA</b>	<b>KWANGJU</b>	<b>KWJ</b>
<b>PISA, GAL GALILEI AIRPORT</b>	<b>REG</b>	<b>OSAN, OSAN AB</b>	<b>OSN</b>
<b>REGGIO, ITALY, TITO MANNITI AP</b>	<b>FCO</b>	<b>POHANG</b>	<b>KPO</b>
<b>ROME, FIUMICINO AIRPORT</b>		<b>SEOUL, KIMPO INTL AIRPORT</b>	<b>SEL</b>
		<b>SUWON, SUWON AB</b>	<b>HLV</b>
<b>IWO JIMA, VOLCANO IS</b>		<b>TAEJU</b>	<b>TAE</b>
<b>IWO JIMA AB</b>	<b>IWO</b>		
		<b>KUWAIT</b>	
<b>JAMAICA</b>		<b>KUWAIT, KUWAIT INTERNATIONAL AP</b>	<b>KWI</b>
<b>KINGSTON, NORMAN MANLEY AIRPORT</b>	<b>KIN</b>		
<b>JAPAN</b>			

<b>LAOS</b>		<b>ACAPULCO</b>	<b>ACA</b>
<b>ATTOPEU INTL AIRPORT</b>	<b>AOU</b>	<b>AGUASCALIENTES</b>	<b>AGU</b>
<b>NEWIBERIA, ACADIANA AIRPORT</b>	<b>ARA</b>	<b>CIUDAD ACUNA INTL AIRPORT</b>	<b>ACN</b>
<b>LEBANON</b>		<b>MIDWAY ISLAND</b>	
<b>BEIRUT INTL AIRPORT</b>	<b>BEY</b>	<b>MIDWAY IS, SAND ISLAND FIELD</b>	<b>MDY</b>
<b>LIBERIA</b>		<b>MONACO</b>	
<b>MONROVIA, ROBERTS INTL AIRPORT</b>	<b>ROB</b>	<b>AMBATOLAHY</b>	<b>AHY</b>
<b>LIBIA</b>		<b>MOROCCO</b>	
<b>KUFRAH, LIBYAN A. JAMAHIRIYA</b>	<b>AKF</b>	<b>AGADIRHY</b>	<b>AGA</b>
		<b>AL HOCEIMA</b>	<b>AHU</b>
<b>MACEDONIA</b>		<b>KENITRA, KENITRA NAF</b>	<b>NNA</b>
<b>SKOPJE</b>	<b>SKP</b>		
<b>MACTAN ISLAND</b>		<b>MOZAMBIQUE</b>	
<b>MANILA, NINOY AQUINO INTL AP</b>	<b>MNL</b>	<b>ALTO MOLOCUE</b>	<b>AME</b>
		<b>ANGOCHE</b>	<b>ANO</b>
		<b>NAMPULA</b>	<b>APL</b>
<b>MADAGASCAR</b>		<b>MYANMAR</b>	
<b>AMBATOMAINTY</b>	<b>AMY</b>	<b>SITTWE</b>	<b>AKY</b>
<b>AMBILOBE</b>	<b>AMB</b>		
<b>AMPANIHY</b>	<b>AMP</b>		
<b>ANTALAHA</b>	<b>ANM</b>	<b>NAMIBIA</b>	
<b>ANTSIRABE</b>	<b>ATJ</b>	<b>ARANDIS</b>	<b>ADI</b>
<b>MALAYSIA</b>		<b>NETHERLANDS</b>	
<b>ALOR SETARBYAN A. JAMAHIRIYA</b>	<b>AOR</b>	<b>AMSTERDAM-SCHIPHOL AIRPORT</b>	<b>AMS</b>
		<b>SOESTERBERG</b>	<b>SSS</b>
<b>MARCUS ISLAND</b>		<b>NEW ZEALAND</b>	
<b>MARCUS ISLAND</b>	<b>MUS</b>	<b>ALEXANDER</b>	<b>ALR</b>
		<b>ARDMORE</b>	<b>AMZ</b>
<b>MARIANA ISLANDS</b>		<b>ASHBURTON</b>	<b>ASG</b>
<b>GUAM, AGANA NAS</b>	<b>GUM</b>	<b>AUCKLAND INTL AIRPORT</b>	<b>AKL</b>
<b>GUAM, ANDERSON AFB</b>	<b>UAM</b>	<b>CHRISTCHURCH INTL AIRPORT</b>	<b>CHC</b>
<b>SAIPAN INTL AIRPORT</b>	<b>GSN</b>		
<b>MARSHALL ISLANDS</b>		<b>NICARAGUA</b>	
<b>AILINGLAPALAP</b>	<b>AIP</b>	<b>MANAGUA, AUGUSTO C SANDINO AP</b>	<b>MGA</b>
<b>AIROKIHY</b>	<b>AIC</b>		
<b>ALLUK</b>	<b>AIM</b>	<b>NIGERIA</b>	
<b>ARNO</b>	<b>AMR</b>	<b>ABUJA</b>	<b>ABV</b>
<b>AUR ISLAND</b>	<b>AUL</b>	<b>AKURE</b>	<b>AKR</b>
<b>ENIWETOK</b>	<b>ENT</b>		
<b>KWAJALEIN</b>	<b>KWA</b>	<b>NIGER</b>	
		<b>AGADES</b>	<b>AJY</b>
<b>MAUITANIA</b>		<b>NORWAY</b>	
<b>ATAR</b>	<b>ATR</b>	<b>AALESUND</b>	<b>AES</b>
		<b>ALTA</b>	<b>ALF</b>
<b>MEXICO</b>		<b>ANDENES</b>	<b>ANY</b>
<b>ABREOJOS</b>	<b>AJS</b>		

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OSLO, METRO AIRPORT	OSL	<b>AREQUIPA, RODRIGUEZ BALLON AP</b>	<b>AQP</b>
		<b>ATOIFI</b>	<b>ATD</b>
<b>OMAN</b>		LIMA, J CHAVEZ INTL AIRPORT	LIM
MASIRAH	MSH	<b>SAN JUAN APOSENTO</b>	<b>APE</b>
MUSCAT, SEEB AIRPORT	MCT		
THUMRAIT	TTH		
		<b>PHILIPPINES</b>	
<b>OKINAWA</b>		<b>ALAH</b>	<b>AAV</b>
SEE JAPAN		CAGAYAN DE ORO, LUMBIA AIRPORT	CGY
		LUZON IS, CLARK FIELD	CRK
		LUZON IS, CUBI POINT AIRPORT	CUA
<b>PALAU</b>			
KOROR, AIRAI AIRPORT	ROR	<b>PORTUGAL</b>	
		LISBON, LISBOA AIRPORT	LIS
<b>PANAMA</b>			
<b>ACHUTUPO</b>	<b>ACU</b>	<b>PUERTO RICO</b>	
<b>AILIGANDI</b>	<b>AIL</b>	<b>ARECIBO</b>	<b>ARE</b>
FORT KOBBE, HOWARD AFB	HOW	ROOSEVELT ROADS	NRR
<b>PUERTO ARMUELLAS</b>	<b>AML</b>	SAN JUAN, LUIS MUNOZ MARIN INTL	SJU
<b>PAPUA NEW GUINEA</b>		<b>QATAR</b>	
<b>ABAU</b>	<b>ABW</b>	DOHA INTL AIRPORT	DOH
<b>AFORE</b>	<b>AFR</b>		
<b>AGAUN</b>	<b>AUP</b>	<b>ROMANIA</b>	
<b>AIOME</b>	<b>AIE</b>	<b>ARAD</b>	<b>ARW</b>
<b>AITAPE</b>	<b>ATP</b>		
<b>AMA</b>	<b>AMF</b>	<b>RUSSIA</b>	
<b>AMANAB</b>	<b>AMG</b>	MOSCOW, SHEREMETYEVO AIRPORT	SVO
<b>AMBOIN</b>	<b>AMG</b>	NOVOSIBIRSK	OVV
<b>AMBUNTI</b>	<b>AUJ</b>	ST PETERSBURG, PULKOVO AIRPORT	LED
<b>ANGORAM</b>	<b>AGG</b>	ULAN UDE	UUD
<b>ANGUGANAK</b>	<b>AKG</b>	VORKUTA	VKT
<b>ANNANBERG</b>	<b>AOB</b>		
<b>APRIL RIVER</b>	<b>APR</b>	<b>SAIPAN ISLAND</b>	
<b>ARAGIP</b>	<b>ARP</b>	SEE MARIANA ISLANDS	
<b>AROA</b>	<b>AOA</b>		
<b>ARONA</b>	<b>AON</b>	<b>SAMOA</b>	
<b>ASAPA</b>	<b>APP</b>	<b>AWAU</b>	<b>AAU</b>
<b>ASEKI</b>	<b>AEK</b>		
<b>ATKAMBA</b>	<b>ABP</b>	<b>SARDINIA</b>	
<b>AUA ISLAND</b>	<b>AUI</b>	SEE ITALY	
<b>KAGUA</b>	<b>AGK</b>		
<b>NAMATANAI</b>	<b>ATN</b>	<b>SAUDI ARABIA</b>	
<b>WANIGELAI</b>	<b>AGL</b>	<b>ABHA</b>	<b>AHB</b>
		<b>AL BABA</b>	<b>ABT</b>
<b>PARAGUAY</b>		AL KHARG	AKJ
ASUNCION, SILVIO PETTIROSSI AP	ASU	<b>AZIZ NAVAL BASE</b>	<b>AAZ</b>
<b>CIUDAD DEL ESTE</b>	<b>AGT</b>	BATEEN, SEE ABU DHABI, AE	AUH
		DHAHRAN	DHA
<b>PERU [PE]</b>		JEDDAH, KING ABDULAZIZ INTL AP	JED
<b>ALERTA</b>	<b>ALD</b>	<b>JOUF</b>	<b>AJF</b>
<b>ANDAHUAULAS</b>	<b>ANS</b>	JUBAIL	QJB
<b>ANTA</b>	<b>ATA</b>	KHAMIS MUSHAIT, KING KHALID AB	KAI

KING ABDUL, AZIZ NAVAL BASE	AAZ	MORON, MORON AB	OZP
KING FAHD INTL AIRPORT	KDF	PALMA MALLORCA	PMI
KING FAISAL NAVAL BASE	KEJ	ROTA, ROTA NAS	RTA
KING KHALID INTL AIRPORT	KKI	SEVILLE	SVQ
MILITARY CITY	HBT	ZARAGOZA	ZAZ
<b>QAI SUMAH</b>	<b>AQI</b>		
RIYADH, KING KHALED INTL AIRPORT	RUH	<b>SRI LANKA</b>	
TABUK	TUU	<b>ANURADHAPURA</b>	<b>ADB</b>
TAIF	TIF		
<b>SCOTLAND</b>		<b>SUDAN</b>	
<b>ABERDEEN</b>	<b>ABZ</b>	<b>ATBARA</b>	<b>ATB</b>
		KHARTOUM	KRT
<b>SICILY</b>		<b>SURINAME</b>	
GERBINI, SIGONELLA AIRPORT	SIZ	<b>ALBINA</b>	<b>ABN</b>
		<b>WAGENINGEN</b>	<b>AGI</b>
<b>SINGAPORE</b>			
CHANGI	CHG	<b>SWEDEN</b>	
TENGAH,	TGA	<b>ARVIDSJAUR</b>	<b>AJR</b>
		<b>HELSINGBORG</b>	<b>AGH</b>
<b>SLOVENIA</b>		<b>STOCKHOLM-ARLANDA</b>	<b>ARN</b>
LJUBLJANA	LJU		
<b>SOLOMON ISLANDS</b>		<b>SWITZERLAND</b>	
<b>ANIAK</b>	<b>ANI</b>	<b>ALTENRHEIN</b>	<b>ACH</b>
<b>AUKI</b>	<b>AKS</b>	<b>ASCONA</b>	<b>ACO</b>
<b>SOMOLIA</b>		<b>SYRIA</b>	
<b>ALULA</b>	<b>ALU</b>	<b>ALEPPO</b>	<b>ALP</b>
BALE DOGLE	XDZ		
MOGADISHU INTL AIRPORT	MGQ	<b>TAIWAN</b>	
		TAINAN	TNN
<b>SOUTH AFRICA</b>		TAIPEI, CHIANG KAI SHEK AIRPORT	TPE
<b>AGGENEYS</b>	<b>AGZ</b>		
<b>ALEXANDER BAY</b>	<b>ALJ</b>	<b>TANZANIA</b>	
<b>ALLDAYS</b>	<b>ADY</b>	<b>ARUSHA</b>	<b>ARK</b>
JOHANNESBURG, JAN SMUTS AIRPORT	JNB		
<b>MALA MALA</b>	<b>AAM</b>	<b>THAILAND</b>	
<b>PORT ALFRED</b>	<b>AFD</b>	BANGKOK INTL AIRPORT	BKK
		LOP BURI	KKM
<b>SOUTH PACIFIC</b>			
<b>AITUTAKI, COOK ISLANDS</b>	<b>AIT</b>	<b>TRINIDAD</b>	
<b>ATI, COOK ISLANDS</b>	<b>AIU</b>	PORT OF SPAIN	POS
<b>SPAIN</b>		<b>TRUK</b>	
<b>ALICANTE</b>	<b>ALC</b>	SEE CAROLINE ISLANDS	
<b>LANZAROTE</b>	<b>ACE</b>		
MADRID, BARAJAS AIRPORT	MAD	<b>TUNISIA</b>	
MADRID, TORREJON AFB	TOJ	TRABZON, TRABZON AB	TZK
<b>MALAGA</b>	<b>AGP</b>		
MENORCA	MAH	<b>TURKEY</b>	
		ADANA, INCIRLIK AB	ADA

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**AFYON**  
**ANKARA**  
 ANKARA, ESENBAGA AIRPORT  
 BALIKESIR  
 BATMAN (MILITARY)  
 DIYARBAKIR  
 ERHAC  
 ERZURUM  
 ESKISEHIR  
 ISTANBUL, ATATURK AIRPORT  
**IZMIR - ADNAN MEND**  
 IZMIR, CIGLI MILITARY AIRPORT  
**KAYSERI**  
 SAMSUM  
 YALOVA

**UGANDA**  
 ENTEBBE

**UKRAINE**  
 KHARKOV  
 KIEV, BORISPOL AIRPORT

**UNITED ARAB EMIRATES**  
**ABINGDON, RAF STA**  
 ABU DHABI INTL AIRPORT  
 AL AIN, BURAYMI, WEST  
**ALDERNEY, CHANNEL ISLANDS**  
 AL DHAFRA  
 AL MINHAD  
**ANDOVER**  
 DUBAI  
 FUJAIRAH  
 SHARJAH INTL AIRPORT

**UNITED KINGDOM**  
 ALCONBURY  
 BRAINTREE, WETHER FIELD  
 BRIZE NORTON  
 FAIRFORD  
 FAKENHAM  
 GLASGOW, PRESTWICK AIRPORT  
 KINGS LYNN  
 LONDON, GATWICK AIRPORT  
 LONDON, HEATHROW AIRPORT  
 LYNEHAM  
 MILDENHALL  
 NEWBURY  
 NORTHOLT

**AFY**  
**ANK**  
 ESB  
 BZI  
 TCJ  
 DIY  
 EHC  
 ERZ  
 ESK  
 IST  
**ADB**  
 IGL  
**ASR**  
 SSX  
 TYA

EBB

HRK  
 KBP

**ABB**  
 AUH  
 AAN  
**ACI**  
 ADH  
 AAD  
**ADV**  
 DXB  
 FUJ  
 SHJ

AYH  
 WXF  
 BZZ  
 FFD  
 FKH  
 PIK  
 KNF  
 LGW  
 LHR  
 LYE  
 MHZ  
 EWY  
 NHT

**ST. ANDREWS**  
 SUTTONHEATH  
 UPPER HAYFORD  
 WADDINGTON  
 WOODBRIDGE

**URAGUAY**  
**ARTIGAS**  
 MONTEVIDEO, CARRASCO AIRPORT

**VANUATA**  
**ANEITYON**

**VENEZUELA**  
**AGARIGUAA**  
**ANACONALA**  
 CARACAS, SIMON BOLIVAR AIRPORT

**VIRGIN ISLANDS**  
 ST CROIX, ALEX HAMILTON AIRPORT  
 ST THOMAS, H S TRUMAN AIRPORT

**WESTERN SAMOA**  
**API**

**WAKE ISLAND**  
 WAKE ISLAND

**WEST INDIES**  
 ANTIQUA, V C BIRD INTL AIRPORT  
 GRAND TURK ISLAND

**YAP**  
 SEE CAROLINE ISLANDS

**YEMEN**  
**ADEN**  
**AL GHAYDAH**  
**ALJOUF**

**YUGOSLAVIA**  
 BELGRADE

**ZAIRE**  
 KINSHASA, N'DJILI AIRPORT

**ZAMBIA**  
 LUSAKA

**ADX**  
 WOB  
 UHF  
 WTN  
 BWY

**ATI**  
 MVD

**AUY**

**AGV**  
**AAO**  
 CCS

STX  
 STT

**APW**

AWK

ANU  
 GDT

**ADE**  
**AAV**  
**AJO**

BEG

FIH

LUN

### 3. Code to Airport

#### CODE AIRPORT LOCATION/NAME

A  
AAA ANAA, FRENCH POLYNESIA  
AAB ARRABURY, AUSTRALIA  
AAC AL ARISH, EGYPT  
AAD AL MINHAD, UNITED ARAB EMIRATES  
AAE ANNABA, ALGERIA, LES SALINES AP  
AAF APPLACHICOLA, FL, MUNICIPAL AP  
AAH AACHEN, GERMANY  
AAI ARRAIAS, BRAZIL  
AAK ARANUKA, KIRIBATI  
AAL AALBORG, DENMARK  
AAM MALA MALA, SOUTH AFRICA  
AAN AL AIN, UNITED ARAB EMIRATES  
AAO ANACO, VENEZUELA  
AAP HOUSTON, TX, ANDRAU AIRPARK  
AAQ ANAPA, CIS  
AAR AARHUS, DENMARK, TIRSTRUP AP  
AAS APALAPSILI, INDONESIA  
AAT ALTAY, CHINA  
AAU ASAU, SAMOA  
AAV ALAH, PHILIPPINES  
AAX ARAXA, BRAZIL  
AAY AL GHAYDAH, YEMEN  
AAZ AZIZ NAVAL BASE, SAUDI ARABIA  
ABA ABAKAN, CIS  
ABB ABINGDON, UNITED KINGDOM, RAF STA  
ABD ABADAN, IRAN  
ABE ALLENTOWN, PENNSYLVANIA, USA  
ABF ABAIANG, KIRIBATI  
ABG ABINGDON, AUSTRALIA  
ABH ALPHA, AUSTRALIA  
ABI ABILENE, TEXAS, USA  
ABJ ABIDJAN, COTE D'IVOIRE  
ABK KABRI DAR, ETHIOPIA  
ABL AMBLER, ALASKA, USA  
ABM BAMAGA, AUSTRALIA  
ABN ALBINA, SURINAME  
ABO ABOISSO, COTE d'LVOIRE  
ABP ATKAMBA, PAPUA NEW GUINEA  
ABQ ALBUQUERQUE, NEW MEXICO, USA  
ABR ABERDEEN, SD, REGIONAL AIRPORT  
ABS ABU SIMBEL, EGYPT  
ABT AL-BAHA, SAUDI ARABIA  
ABU ATAMBUA, INDONESIA  
ABV ABUJA, NIGERIA  
ABW ABAU, PAPUA NEW GUINEA  
ABX ALBURY, NSW, AUSTRALIA  
ABY ALBANY, GEORGIA, USA

#### CODE AIRPORT LOCATION/NAME

ABZ ABERDEEN, SCOTLAND, UK  
ACA ACAPULCO, MEXICO  
ACB BELLAIRE, MI, ANTRIM COUNTY AP  
ACC ACCRA, GHANA  
ACD ACANDI, COLOMBIA  
ACE LANZAROTE, SPAIN  
ACH ALTENRHEIN, SWITZERLAND  
ACI ALDERNEY, CHANNEL ISLANDS, UK  
ACK NANTUCKET, MASSACHUSETTS, USA  
ACL AGUACIARA, COLOMBIA  
ACM ARICA, COLOMBIA  
ACN CIUDAD ACUNA, MEXICO, INTL AIRPORT  
ACO ASCONA, SWITZERLAND  
ACR ARARACUARA, COLOMBIA  
ACS ACHINSK, CIS  
ACT WACO, TEXAS, USA  
ACU ACHUTUPO, PANAMA  
ACV EUREKA/ARCATA, CALIFORNIA, USA  
ACY ATLANTIC CITY, NJ-INTL, USA  
ADA ADANA, TURKEY  
ADB IZMIR-ADNAN MEND, TURKEY  
ADD ADDIS ABABA, ETHIOPIA  
ADE ADEN, YEMEN, REPUBLIC OF  
ADG ADRIAN, MI, LENAWEE COUNTY AIRPORT  
ADH ALDAN, CIS  
ADH AL DHAFRA, UNITED ARAB EMIRATES DoD  
ADI ARANDIS, NAMIBIA  
ADJ AMMAN, JORDAN, CIVIL AIRPORT  
ADK ADAK ISLAND, ALASKA, USA  
ADL ADELAIDE, SA, AUSTRALIA  
ADM ARDMORE, OK, MUNICIPAL AIRPORT  
ADN ANDES, COLOMBIA  
ADO ANDAMOOKA, AUSRTALIA  
ADP ANURADHAPURA, SRI LANKA  
ADQ KODIAK, ALASKA, USA  
ADR ANDREWS, SC  
ADS DALLAS, TX, ADDISON AIRPORT  
ADV ANDOVER, UNITED KINGDOM  
ADW CAMP SPRINGS, MD, ANDREWS AFB  
ADX ST ANDREWS, UNITED KINGDOM  
ADY ALLDAYS, SOUTH AFRICA  
ADZ SAN ANDRES ISLAND, COLOMBIA  
AEA ABEMAMA, REP. OF KIRIBATI  
AEG AEK GODRNG, INDONESIA  
AEH ABECHER, CHAD  
AEK ASEKI, PAPUA NEW GUINEA  
AEL ALBERT LEA, MN  
AEO AIOUN EL ATROUSS, MAURITANIA

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AEP	BUENOS AIRES, BA-NEWBERY, ARGENTINA	AHS	AHUAS, HONDURAS
AER	ADLER/SOCHI, CIS	AHT	AMCHITKA, ALASKA, USA
AES	AALESUND, NORWAY	AHU	AL HOCEIMA, MOROCCO, COTE DU RIF P
AET	ALLAKAKET, ALASKA, USA	AHY	AMBATOLAHY, MONACO
AEX	ALEXANDRIA, LA, ENGLAND AFB	AHZ	ALPE D HUEZ, FRANCE
AEY	AKUREYRI, ICELAND	AIA	ALLIANCE, NEBRASKA, USA
AFA	SAN RAFAEL, MD, ARGENTINA	AIB	ANITA BAY, AK
AFD	PORT ALFRED, SOUTH AFRICA	AIC	AIROK, MARSHALL ISLANDS
AFF	COLORADO SPRINGS, CO, USAF ACADEMY	AID	ANDERSON, IN, MUNICIPAL AIRPORT
AFI	AMALFI, COLOMBIA	AIE	AIOME, PAPUA NEW GUINEA
AFL	ALTA FLORESTA, BRAZIL	AIF	ASSIS, BRAZIL
AFN	JAFFREY, NH, MUNICIPAL AIRPORT	AIG	YALINGA, CENTRAL AFRICAN REPUBLIC
AFO	AFTON, WY, MUNICIPAL AIRPORT	AII	ALISABIEH, DJBOUTI
AFR	AFORE, PAPUA NEW GUINEA	AIK	AIKEN, SC, MUNICIPAL AIRPORT
AFW	FORT WORTH, TX, ALLIANCE AIRPORT	AIL	AILIGANDI, PANAMA
AFY	AFYON, TURKEY	AIM	ALLUK, MARSHALL ISLANDS
AGA	AGADIR, MOROCCO	AIN	WAINWRIGHT, ALASKA, USA
AGB	AUGSBURG, FED. REP. OF GERMANY	AIO	ATLANTIC, IA, MUNICIPAL AIRPORT
AGC	PITTSBURGH, PA, ALLEGHENY CTY AP	AIP	AILINGLAPALAP, MARSHALL ISLANDS
AGD	ANGGI, INDONESIA	AIS	ARORAE ISLAND, REP. OF KIRIBATI
AGE	WANGEROOGE, GERMANY, FLUGPLATZ	AIT	AITUTAKI, COOK ISLANDS, SO. PACIFIC
AGF	AGEN, FRANCE, LA GARENNE AIRPORT	AIU	ATIU, COOK ISLANDS, SO. PACIFIC
AGG	ANGORAM, PAPUA NEW GUINEA	AIV	ALICEVILLE, AL GEO DOWNER AIRPORT
AGH	HELSINGBORG, SWEDEN	AIY	ATLANTIC CITY, NJ, BADER FIELD
AGI	WAGENINGEN, SURINAME	AIZ	KAISER/L OZARK, MO, LEE C FINE AP
AGJ	AGUNI, JAPAN	AJA	AJACCIO, CORSICA, FRANCE
AGK	KAGUA, PAPUA NEW GUINEA	AJF	JOUF, SAUDI ARABIA
AGL	WANIGELA, PAPUA NEW GUINEA	AJJ	AKJOUJT, MAURITANIA
AGM	ANGMAGSSALIK, GREENLAND	AJL	AIZAWL, INDIA
AGN	ANGOON, ALASKA, USA	AJN	ANJOUAN, COMOROS
AGO	MAGNOLIA, AR, MUNICIPAL AIRPORT	AJO	ALJOUF, YEMEN
AGP	MALAGA, SPAIN	AJR	ARVIDSJAUR, SWEDEN
AGQ	AGRINION, GREECE	AJS	ABREOJOS, MEXICO
AGR	AGRA, INDIA	AJU	ARACAJU, BRAZIL
AGS	AUGUSTA, GEORGIA, USA	AJY	AGADES, NIGER
AGT	CIUDAD DEL ESTE, PARAGUAY	AKA	ANKANG, CHINA
AGU	AGUASCALIENTS, MEXICO	AKB	ATKA, ALASKA, USA
AGV	AGARIGUA, VENEZUELA	AKD	AKOLA, INDIA
AGW	AGNEW, AUSTRALIA	AKE	AKIENI, GABON
AGX	AGATTI ISLAND, INDIA	AKF	KUFRAH, LIBYAN A. JAMAHIRIYA
AGY	ARGYLE DOWNS, AUSTRALIA	AKG	ANGUGANAK, PAPUA NEW GUINEA
AGZ	AGGENEYS, SOUTH AFRICA	AKI	AKIAK, ALASKA, USA
AHA	OKINAWA, JAPAN, NAHA AFB	AKJ	ASAHIKAWA, JAPAN
AHB	ABHA, SAUDI ARABIA	AKJ	AL KHARG, SAUDI ARABIA (DoD)
AHC	HERLONG, CA, AMEDEE AAF	AKK	AKHIOK, ALASKA, USA
AHD	ARDMORE, OK, DOWNTOWN AIRPORT	AKL	AUCKLAND, NEW ZEALAND
AHF	ARAPAHOE, NE, MUNICIPAL AIRPORT	AKM	ZAKOUMA, CHAD
AHH	AMERY, WI, MUNICIPAL AIRPORT	AKN	KING SALMON, ALASKA, USA
AHI	AMAHAI, INDONESIA	AKO	AKRON, CO, WASHINGTON COUNTY AP
AHL	AISHALTON, GUYANA	AKP	ANAKTUVUK, ALASKA, USA
AHN	ATHENS, GEORGIA, USA	AKQ	ASTRAKSETRA, INDONESIA
AHO	ALGHERO, ITALY	AKR	AKURE, NIGERIA



AKR	AKRON, OH, AKRON FULTON INTL AP	AMT	AMATA, AUSTRALIA
AKS	AUKI, SOLOMON ISLANDS	AMU	AMANAB, PAPUA NEW GUINEA
AKT	AKROTIRI, CYPRUS, AKROTIRI RAF	AMV	AMDERMA, CIS
AKU	AKSU, P.R. CHINA	AMW	AMES, IA
AKV	AKULIVIK, QUEBEC, CANADA	AMX	AMMAROO, AUSTRALIA
AKX	AKTYUBINSK, CIS	AMY	AMBATOMAINTY, DEM. REP. MADAGASCAR
AKY	SITTWE, MYANMAR	AMZ	ARDMORE, NEW ZEALAND
ALA	ALMA ATA, CIS	ANA	ANAHEIM, CA
ALB	ALBANY, NEW YORK, USA	ANB	ANNISTON, ALABAMA, USA
ALC	ALICANTE, SPAIN	ANC	ANCHORAGE, ALASKA, USA
ALD	ALERTA, PERU	AND	ANDERSON, SC
ALE	ALPINE, TX	ANE	ANGERS, FRANCE, ARVILLE AIRPORT
ALF	ALTA, NORWAY	ANF	ANTOFAGASTA, CHILE
ALG	ALGIERS, ALGERIA	ANG	ANGAUR, CAROLINE ISLANDS (DOD)
ALH	ALBANY, WA, AUSTRALIA	ANG	ANGOULEME, FRANCE, BEL AIR AIRPORT
ALI	ALICE, TX, INTL AIRPORT	ANH	ANUHA ISLAND, SOLOMON ISLANDS
ALJ	ALEXANDER BAY, SOUTH AFRICA	ANI	ANIAK, ALASKA, USA
ALK	ASEIA, ETHIOPIA	ANJ	ZANAGA, PEOP. REP. OF THE CONGO
ALL	ALBENGA, ITALY	ANK	ANKARA, TURKEY
ALM	ALAMOGORDO, NEW MEXICO, USA	ANL	ANDULO, ANGOLA
ALN	ALTON/ST LOUIS, IL, ST LOUIS AP	ANM	ANTALAHA, MADAGASCAR
ALO	WATERLOO, IOWA, USA	ANN	ANNETTE ISLAND, AK
ALP	ALEPPO, SYRIA	ANO	ANGOCHE, MOZAMBIQUE
ALQ	ALEGRETE, BRAZIL, FEDERAL AIRPORT	ANP	ANNAPOLIS, MD, LEE AIRPORT
ALR	ALEXANDER, NEW ZEALAND	ANQ	ANGOLA, IN, TRI-STATE AIRPORT
ALS	ALAMOS, COLORADO, USA	ANR	ANTWERP, BELGIUM
ALT	ALENQUER, BRAZIL	ANS	ANDAHUAULAS, PERU
ALU	ALULA, SOMALIA	ANT	ST ANTON, AUSTRIA
ALV	ANDORRA LA VELLA, ANDORRA	ANU	ANTIQUA, WEST INDIES
ALW	WALLA WALLA, WASHINGTON, USA	ANV	ANVIK, ALASKA, USA
ALX	ALEXANDER CITY, AL, RUSSELL FIELD	ANW	AINSWORTH, NE
ALY	ALEXANDRIA, ARAB REP. OF EGYPT	ANX	ANDENES, NORWAY
ALZ	ALITAK, ALASKA, USA	ANY	ANTHONY, KS
AMA	AMARILLO, TEXAS, USA	ANZ	ANGUS DOWNS, AUSTRALIA
AMB	AMBILOBE, MADAGASCAR	AOA	AROA, PAPUA NEW GUINEA
AMC	AM TIMAN, CHAD	AOB	ANNANBERG, PAPUA NEW GUINEA
AMD	AHMEDABAD, INDIA	AOD	ABOU DEIA, CHAD
AME	ALTO MOLOCUE, MOZAMBIQUE	AOH	LIMA, OH, ALLEN COUNTY AIRPORT
AMF	AMA, PAPUA NEW GUINEA	AOI	ANCONA, ITALY
AMG	AMBOIN, PAPUA NEW GUINEA	AOJ	AOMON, JAPAN
AMH	ARBA MINTCH, ETHIOPIA	AOK	KARPATHOS, GREECE
AMI	MATARAM, INDONESIA	AOL	PASO DE LOS LIBRES, CR, ARGENTINA
AMJ	ALMENARA, BRAZIL	AON	ARONA, PAPUA NEW GUINEA
AMK	DURANGO, CO, ANIMAS AIRPARK	AOO	ALTOONA, PENNSYLVANIA, USA
AML	PUERTO ARMUELLAS, PANAMA	AOR	ALOR SETAR, MALAYSIA
AMM	AMMAN, JORDAN	AOS	AMOOK, ALASKA, USA
AMN	ALMA, MI, GRATIOT AIRPORT	AOU	ATTOPEU, LAO
AMO	MAO, CHAD	APA	DENVER, CO, ARAPAHOE COUNTY AP
AMP	AMPANIHY, MADAGASCAR	APB	APOLO, BOLIVIA
AMQ	AMBON, INDONESIA	APC	NAPA, CA, NAPA COUNTY AIRPORT
AMR	ARNO, MARSHALL ISLANDS	APE	SAN JUAN APOSENTO, PERU
AMS	AMSTERDAM, NETHERLANDS	APF	NAPLES, FLORIDA, USA

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APG	ABERDEEN P.G., MD, PHILLIPS AAF	ASA	ASSAB, ETHIOPIA
APH	BOWLING GREEN, VA, CAMP AP HILL AP	ASB	ASHKhabAD, CIS
API	APIAY, COLOMBIA	ASC	ASCENSION, BOLIVIA
APK	APATAKI, FRENCH POLYNESIA	ASD	ANDROS TOWN, BAHAMAS
APL	NAMPULA, MOZAMBIQUE	ASE	ASPEN, COLORADO, USA
APN	ALPENA, MICHIGAN, USA	ASF	ASTRAKHAN, CIS
APO	APARTADO, COLOMBIA	ASG	ASHBURTON, NEW ZEALAND
APP	ASAPA, PAPUA NEW GUINEA	ASH	NASHUA, NH, BOIRE FIELD
APQ	ARAPIRACA, AL. BRAZIL	ASI	GEORGETOWN, ST HELENA
APR	APRIL RIVER, PAPUA NEW GUINEA	ASJ	AMAMI O. SHIMA, JAPAN
APS	ANAPOLIS, BRAZIL	ASK	YAMOUSSOUKRO, COTE d'IVOIRE
APT	JASPER, TN, MARION COUNTY AP	ASL	MARSHALL, TX, HARRISON COUNTY AP
APU	APUCARANA, BRAZIL	ASM	ASMARA, ETHIOPIA
APV	APPLE VALLEY, CA	ASN	TALLADEGA, AL, MUNICIPAL AIRPORT
APW	APIA, WESTERN SAMOA	ASO	ASOSA, ETHIOPIA
APX	ARAPONGAS, BRAZIL	ASP	ALICE SPRINGS, NT, AUSTRALIA
APY	ALTO PARNAIBA, BRAZIL	ASQ	AUSTIN, NV
APZ	ZAPAIA, NE, ARGENTINA	ASR	KAYSERI, TURKEY
AQA	ARARAQUARA, BRAZIL	AST	ASTORIA, OR, PORT OF ASTORIA AP
AQG	ANGING, CHINA	ASU	ASUNCION, PARAGUAY
AQI	QAISUMAH, SAUDI ARABIA	ASV	AMBOSELI, KENYA
AQJ	AQABA, JORDAN	ASW	ASWAN, ARAB REP. OF EGYPT
AQM	ARIQUEMES, BRAZIL	ASX	ASHLAND, WI
AQP	AREQUIPA, PERU, RODRIGUEZ BALLON AP	ASY	ASHLEY, ND
AQS	SAQANI, FIJI	ATA	ANTA, PERU
AQY	ALYESKA, AK	ATB	ATBARA, SUDAN
ARA	NEW IBERIA, LAO, ACADIANA AIRPORT	ATC	ARTHUR'S TOWN, BAHAMAS
ARB	ANN ARBOR, MI, MUNICIPAL AIRPORT	ATD	ATOIFI, SOLOMON ISLANDS
ARC	ARCTIC VILLAGE, ALASKA, USA	ATE	ANTLERS, OK
ARD	ALOR, INDONESIA	ATF	AMBATO, ECUADOR, CHACHOAN AP
ARE	ARECIBO, PUERTO RICO	ATH	ATHENS, GREECE
ARF	ACARICUARA, COLOMBIA	ATI	ARTIGAS, URUGUAY
ARG	WALNUT RIDGE, AR	ATJ	ANTSIRABE, MADAGASCAR
ARH	ARKHANGELSK, CIS	ATK	ATQASUK, ALASKA, USA
ARI	ARICA, CHILE	ATL	ATLANTA, GEORGIA, USA
ARJ	ARSO, INDONESIA	ATM	ALTAMIRA, PA, BRAZIL
ARK	ARUSHA, TANZANIA	ATN	NAMATANAI, PAPUA NEW GUINEA
ARL	ARLY, BURKINA FASO	ATO	ATHENS, OH, OHIO UNIV AIRPORT
ARM	ARMDALE, NSW, AUSTRALIA	ATP	AITAPE, PAPUA NEW GUINEA
ARN	STOCKHOLM-ARLANDA, SWEDEN	ATQ	AMRITSAR, INDIA
ARO	ARBOLETAS, COLOMBIA	ATR	ATAR, MAUITANIA
ARP	ARAGIP, PAPUA NEW GUINEA	ATS	ARTESIA, NM
APQ	ARAQUITA, COLOMBIA	ATT	ATMAUTLUAK, ALASKA, USA
ARR	ALRO RIO SENGUERR, CB, ARGENTINA	ATU	ATTU ISLAND, AK, CASCO COVE AP
ARS	ARAGARCAS, BRAZIL	ATV	ATI, CHAD
ART	WATERTOWN, NEW YORK, USA	ATW	APPLETON, WISCONSIN, USA
ARU	ARACTUBA, SF, BRAZIL	ATX	ATBASAR, CIS
ARV	MINOCQUA, WISCONSIN, USA	ATY	WATERTOWN, SOUTH DAKOTA, USA
ARW	ARAD, ROMANIA	ATZ	ASSIUT, EGYPT
ARX	ASBURY PARK, NJ	AUA	ARUBA, ARUBA
ARY	ARARAT, AUSTRALIA	AUB	ITAUBA, BRAZIL
ARZ	N'ZETO, ANGOLA	AUC	ARAUCA, COLOMBIA

AUD AUGUSTUS DOWNS, AUSTRALIA  
AUE ABU RUDEIS, EGYPT  
AUG AUGUSTA, MAINE, USA  
AUH ABU DHABI, U. A. EMIRATES  
AUI AUA ISLAND, PAPUA NEW GUINEA  
AUJ AMBUNTI, PAPUA NEW GUINEA  
AUK ALAKANUK, ALASKA, USA  
AUL AUR ISLAND, MARSHALL ISLANDS  
AUM AUSTIN, MN  
AUN AUBURN, CA  
AUO AUBURN, AL  
AUP AGAUN, PAPUA NEW GUINEA  
AUQ ATUONA, FRENCH POLYNESIA  
AUR AURILLAC, FRANCE  
AUS AUSTIN, TEXAS, USA  
AUT ATAURO, INDONESIA  
AUU AURUKUN MISSION, QLD, AUSTRALIA  
AUW WAUSAU, WISCONSIN, USA  
AUX ARAGUAINA, BRAZIL  
AUY ANEITYUM, VANUATA  
AUZ AURORA, IL, MUNICIPAL AIRPORT  
AVB AVIANO, ITALY  
AVF AVORIAZ, FRANCE  
AVG AUVERGNE, AUSTRALIA  
AVI CIEGO DE AVILA, CUBA  
AVK ARVAIKHEER, MONGOLIA  
AVL ASHVILLE, NORTH CAROLINA, USA  
AVL HENDERSONVILLE, NC  
AVN AVIGNON, FRANCE  
AVO AVON PARK, FL, MUNICIPAL AIRPORT  
AVP SCRANTON, PA, INTL AIRPORT  
AVP WILKES-BARRE-SCRANTON, PA, USA  
AVU AVU AVU, SOLOMON ISLANDS  
AVV AVALON, AUSTRALIA  
AVW TUCSON, AZ, AVRA VALLEY AIRPORT  
AVX CATALINA ISLAND, CALIFORNIA, USA  
AWA AWASSA, ETHIOPIA  
AWB AWABA, PAPUA NEW GUINEA  
AWD ANIWA, VANUATU  
AWE ALOWE, GABON  
AWH AWAREH, ETHIOPIA  
AWK WAKE ISLAND  
AWM WEST MEMPHIS, AR, MUNICIPAL AP  
AWN ALTON DOWNS, SA, AUSTRALIA  
AWP AUSTRAL DOWNS, AUSTRALIA  
AWR AWAR, PAPUA NEW GUINEA  
AWZ AHWAZ, IRAN  
AXA ANGUILLA, WEST INDIES  
AXB ALEXANDRIA BAY, NY  
AXC ARAMAC, AUSTRALIA  
AXD ALEXANDROUPOLIS, GREECE  
AXG ALGONA, IA

AXK ATAQ, YEMEN, REPUBLIC OF  
AXL ALEXANDRIA, AUSTRALIA  
AXM ARMENIA, COLOMBIA  
AXN ALEXANDRIA, MN, CHANDLER FIELD  
AXP SPRING POINT, BAHAMAS  
AXR ARUTUA, FRENCH POLYNESIA  
AXS ALTUS, OK, MUNICIPAL AIRPORT  
AXT AKITA, JAPAN  
AXU AXUM, ETHIOPIA  
AXV WAPAKONETA, OH, N ARMSTRONG AP  
AXX ANGEL FIRE, NM  
AYA AYAPEL, COLOMBIA  
AYC AYACUCHO, COLOMBIA  
AYD AIROY DOWNS, AUSTRALIA  
AYE FORT DEVENS, MA, MOORE AAF  
AYG YAGUARA, COLOMBIA  
AYH ALCONBURY, UNITED KINGDOM  
AYI YARI, COLOMBIA  
AYK ARKALYK, CIS  
AYL ANTHONY LAGOON, AUSTRALIA  
AYN ANYANG, CHINA  
AYP AYACUCHO, PERU  
AYQ AYERS ROCK, NT, AUSTRALIA  
AUR AYR, AUSTRALIA  
AYS WAYCROSS, CA, WARE COUNTY AP  
AYT ANTALYA, TURKEY  
AYU AIYURA, PAPUA NEW GUINEA  
AYW AYAWASI, INDONESIA  
AYZ AMITYVILLE, NY, ZAHNS AIRPORT  
AZB AMAZON BAY, PAPUA NEW GUINEA  
AZD YAZD, IRAN ISLAMIC REP. OF  
AZG APTZINGAN, MEXICO  
AZI ZAPATOCA, COLOMBIA  
AZN ANDIZHAN, CIS  
AZO KALAMAZOO, MICHIGAN, USA  
AZP MEXICO CITY, MEXICO, ATIZAPAN AP  
AZR ADRAR, ALGERIA  
AZZ AMBRIZ, ANGOLA

# B

BAA BIALLA, PAPUA NEW GUINEA  
BAB MARYSVILLE, CA, BEALE AFB  
BAC BARRANCA DE UPIA, COLOMBIA  
BAD BOSSIER CITY, LA, BARKSDALE AFB  
BAD SHREVEPORT, LA, BARKSDALE AFB  
BAE BARCELONNETTE, FRANCE  
BAF WESTFIELD, MA, BARNES MUNICIPAL AP  
BAG BAGUIO, PHILIPPINES  
BAH BAHRAIN, BAHRAIN  
BAI BUENOS AIRES, COSTA RICA  
BAJ BALI, PAPUA NEW GUINEA  
BAK BAKU, CIS

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BAL	BATMAN, TURKEY	BCL	BARRA COLORADO, COSTA RICA
BAM	BATTLE MTN, NV, LANDER COUNTY AP	BCM	BACAU, ROMANIA
BAN	BASONGO, ZAIRE	BCN	BARCELONA, SPAIN
BAO	BAN MAK KHAEN, THAILAND, UDORN AP	BCO	JINKA, ETHIOPIA
BAP	BAIBARA, PAPUA NEW GUINEA	BCR	BOCA DO ACRE, BRAZIL
BAQ	BARRANQUILLA, COLOMBIA	BCS	BELLE CHASSE, LA
BAR	BAKER ISLAND, AK, BAKER AAF	BCT	BOCA RATON, FL, PUBLIC AP
BAS	BALALAE, SOLOMON ISLANDS	BCU	BAUCHI, NIGERIA
BAT	BARRETOS, BRAZIL	BCX	BELORECK, CIS
BAU	BAURU, BRAZIL	BCY	BULCHI, ETHIOPIA
BAV	BAOTOU, P.R. CHINA	BCZ	BICKERTON ISLAND, AUSTRALIA
BAW	BIAWONQUE, GABON	BDA	BERMUDA, ATLANTIC OCEAN
BAX	BAMAU, CIS	BDB	BUNDABERG, QLD, AUSTRALIA
BAY	BAIA MARE, ROMANIA	BDC	BARRA DO CORDA, BRAZIL
BAZ	BARBELOS, BRAZIL	BDD	BADU ISLAND, QLD, AUSTRALIA
BBA	BALMACEDA, CHILE	BDE	BAUDETTE, MN
BBB	BENSON, MN, MUNICIPAL AIRPORT	BDF	BRADFORD, IL, RINKENBERGER AP
BBC	BAY CITY, TX	BDG	BLANDING, UT
BBD	BRADY, TX, CURTIS FIELD	BDH	BANDAR LENGEH, IRAN, ISLAMIC REP OF
BBE	PIG BELL, AUSTRALIA	BDI	BIRD ISLAND, SEYCHELLES
BBF	BURLINGTON, MA	BDJ	BANJERMASIN, INDONESIA
BBG	BUTARITARI, REP. OF KIRIBATI	BDK	BONDOKOU, COTE D'IVOIRE
BBH	BARTH, GERMANY	BDL	HARTFORD, CT, BRADLEY INTL AP
BBI	BHUBANESWAR, INDIA	BDL	SPRINGFIELD, MA, BRADLEY INTL AP
BBJ	BITBURG, GERMANY, BITBURG AB	BDL	WINDSOR LOCKS, CT, BRADLEY INTL AP
BBK	KASANE, BOTSWANA	BDM	BANDIRMA, TURKEY
BBL	BABOLSAR, IRAN	BDN	BADIN, PAKISTAN, TALHAR AP
BBM	BATTAMBANG, CAMBODIA	BDO	BANDUNG, INDONESIA
BBN	BARIO, SARAWAK, MALAYSIA	BDP	BHADRAPUR, NEPAL
BBO	BERBERA, SOMALIA	BDQ	VADODARA, INDIA
BBP	BEMBRIDGE, UNITED KINGDOM	BDR	BRIDGEPORT, CONNECTICUT, USA
BBQ	BARBUDA, WEST INDIES	BDS	BRINDISI, ITALY
BBR	BASSE TERRE, GUADELOUPE, BAILLIF AP	BDT	GBEDOLITE, ZAIRE
BBS	BLACKBUSH, UNITED KINGDOM	BDU	BARDUFOS, NORWAY
BBT	BERBERATI, CENTRAL AFRICAN REPUBLIC	BDV	MOBA, ZAIRE
BBU	BUCHAREST-BANESSA, ROMANIA	BDW	BEDFORD DOWNS, AUSTRALIA
BBV	BEREBY, COTE D'IVOIRE	BDX	BROADUS, MT
BBW	BROKEN BOW, NE	BDY	BRANDON, OR, STATE AP
BBX	BLUE BELL, PA, WINGS FIELD	BDZ	BAINOUING, PAPUA NEW GUINEA
BBY	BAMBARI, CENTRAL AFRICAN REPUBLIC	BEA	BEREINA, PAPUA NEW GUINEA
BBZ	ZAMBEZI, ZAMBIA	BEB	BENBECULA, HEBRIDES IS., SCOT. UK
BCA	BARACOA, CUBA	BEC	WICHITA, KS, BEECH AIRPORT
PCB	BLACKSBURG, VA, VIRGINIA TECH AP	BED	BEDFORD, MA, L.G. HANSCOM FIELD
BCC	BEAR CREEK, AK	BEE	BEAGLE BAY, AUSTRALIA
BCD	BACOLOD, PHILIPPINES	BEF	BLUEFIELDS, NICARAGUA
BCE	BRYCE CANYON, UTAH, USA	BEG	BELGRADE, YUGOSLAVIA
BCF	BOUCA, CENTRAL AFRICAN REPUBLIC	BEH	BENTON HARBOR, MI, ROSS FIELD
BCG	BEMICHI, GUYANA	BEI	BEICA, ETHIOPIA
BCH	BAUCAU, INDONESIA	BEJ	BERAU, INDONESIA
BCI	BARCALDINE, QLD, AUSTRALIA	BEK	RAE BARELI, INDIA
BCJ	BACA GRANDE, CO	BEL	BELEM, PA, BRAZIL
BCK	BOLWARRA, AUSTRALIA	BEM	BOSSEMBELE, CENTRAL AFRICAN REP

BEN	BENGHAZI, LIBYAN A. JAMAHIRRYA	BGS	BIG SPRINGS, TX, WEBB AFB
BEO	NEWCASTLE, NSW-BELMONT, AUSTRALIA	BGT	BAGDAD, AZ
BEP	BELLARY, INDIA	BGU	BANGASSOU, CENTRAL AFRICAN REPUBLIC
BEQ	BURY ST EDMUNDS, UNITED KINGDOM	BGY	BENTO GONCALVES, BRAZIL
BER	BERLIN, FED. REP. OF GERMANY	BGW	BAGHDAD, IRAQ
BES	BREST, FRANCE	BGX	BAGE, BRAZIL
BET	BETHEL, ALASKA, USA	BGY	MILAN-ORIO SERIO, ITALY
BEU	BEDOURIE, QLD, AUSTRALIA	BGZ	BRAGA, PORTUGAL
BEV	BEER SHEBA, ISRAEL	BHA	BAHIA DE CARAQUEZ, ECUADOR
BEW	BEIRA, MOZAMBIQUE	BHB	BAR HARBOR, MAINE, USA
BEX	BENSON, UNITED KINGDOM, RAF STATION	BHC	BULLHEAD CITY AZ/LAUGHLIN NV, USA
BEY	BEIRUT, LEBANON	BHD	BELFAST CITY, N. IRELAND UK
BEZ	BERU, REP. OF KIRIBATI	BHE	BLENHEIM, NEW ZEALAND
BFA	BOYNE FALLS, MI, BOYNE MTN AIRPORT	BHF	BAHIA CUPICA, COLOMBIA
BFB	BLUE FOX BAY, AK	BHG	BRUS LAGUNA, HONDURAS
BFC	BLOOMFIELD, AUSTRALIA	BHH	BISHA, SAUDI ARABIA
BFD	BRADFORD, PENNSYLVANIA, USA	BHI	BAHIA BLANCA, BA, ARGENTINA
BFE	BIELEFELD, GERMANY	BHJ	BHUJ, INDIA
BFF	SCOTTSBLUFF, NEBRASKA, USA	BHK	BUKHARA, CIS
BFG	BULLFROG BASIN, VT	BHL	BAHIA ANGELES, MEXICO
BFI	SEATTLE, WASHINGTON, USA	BHM	BIRMINGHAM, ALABAMA, USA
BFJ	BA, FIJI	BHN	BAIHAN, YEMEN, REPUBLIC OF
BFK	DENVER, CO, BUCKLEY ANG	BHO	BHOPAL, INDIA
BFL	BAKERSFIELD, CALIFORNIA, USA	BHP	BHOJPUR, NEPAL
BFM	MOBILE, AL, DOWNTOWN AIRPORT	BHQ	BROKEN HILL, NSW, AUSTRALIA
BFN	BLOEMFONTEIN, SOUTH AFRICA	BHR	BHARATPUR, NEPAL
BFO	BUFFALO RANGE, ZIMBABWE	BHS	BATHURST, NSW, AUSTRALIA
BFP	BEAVER FALLS, PA	BHT	BRIGHTON DOWNS, AUSTRALIA
BFR	BEDFORD, IN, VI GRISSOM AIRPORT	BHU	BHAVNAGAR, INDIA
BFS	BELFAST, N. IRELAND, UK	BHV	BAHAWALPUR, PAKISTAN
BFT	BEAUFORT, SC, COUNTY AIRPORT	BHW	SARGODHA, PAKISTAN
BFX	BAFOUSSAM, CAMEROON	BHX	BIRMINGHAM, ENGLAND UK
BGA	BUCARAMANGA, COLOMBIA	BHY	BETHAL, P.R. CHINA
BGB	BOOUE, GABON	BHZ	BELO HORIZONTE, MG, BRAZIL
BGC	BRAGANCA, PORTUGAL	BIA	BASTIA, CORSICA, FRANCE
BGD	BORGER, TX	BIB	BAIDOA, SOMALIA
BGE	BAINBRIDGE, GA, DECATUR COUNTY AP	BIC	BIG CREEK, AK
BGF	BANGUI, CENTRAL AFRICAN REPUBLIC	BID	BLOCK ISLAND, RHODE ISLAND, USA
BGG	BONGOUANOU, COTE d'IVOIRE	BIE	BEATRICE, NE
BGH	BOGHE, MAURITANIA, ABBAYE AIRPORT	BIF	EL PASO, TX, BIGGS AAF
BGI	BARBADOS, BARBADOS	BIG	BIG DELTA, AK, INTERMEDIATE FIELD
BGJ	BORGARFJORDUR EYSTRI, ICELAND	BIH	BISHOP, CALIFORNIA, USA
BGK	BIG CREEK, BELIZE	BII	BIKINI ATOLL, MARSHALL ISLANDS
BGL	BAGLUNG, NEPAL	BIJ	BILIAU, PAPUA NEW GUINEA
BGM	BINGHAMTON, NEW YORK	BIK	BIAK, INDONESIA
BGM	ENDICOTT, NY, BROOME COUNTY AP	BIL	BILLINGS, MONTANA, USA
BGM	JOHNSON CITY, NY, BROOM COUNTY AP	BIM	BIMINI, BAHAMAS
BGN	BRUEGGEN, GERMANY, RAF STATION	BIN	BAMIYAN, AFGHANISTAN
BGO	BERGEN, NORWAY	BIO	BILBAO, SPAIN
BGP	BONGO, GABON	BIP	BULIMBA, AUSTRALIA
BGQ	BIG LAKE, AK	BIQ	BIARRITZ, FRANCE
BGR	BANGOR, MAINE, USA	BIR	BIRATNAGAR, NEPAL

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BIS	BISMARCK, NORTH DAKOTA, USA	BKY	BUKAVU, ZAIRE
BIT	BAITADI, NEPAL	BKZ	BUKOB, TANZANIA
BIU	BILDUDALUR, ICELAND	BLA	BARCELONA, VENEZUELA
BIV	BRIA, CENTRAL AFRICAN REPUBLIC	BLB	BALBOA, PANAMA
BIW	BILLILUNA, AUSTRALIA	BLC	BALI, CAMEROON
BIX	BILOXI, MS, KEESLER AFB	BLD	BOULDER CITY, NV
BIY	BISHO, SOUTH AFRICA	BLE	BORLANGE, SWEDEN
BIZ	BIMIN, PAPUA NEW GUINEA	BLF	BLUEFIELD, WEST VIRGINIA, USA
BJA	BEJEIA, ALGERIA	BLF	PRINCETON, WV, MERCER COUNTY AP
BJC	BROOMFIELD, CO, JEFFCO AIRPORT	BLG	BELAGA, SARAWAK, MALAYSIA
BJD	BAKKAFJORDUR, ICELAND	BLH	BLYTHE, CA
BJF	BATSFJORD, NORWAY	BLI	BELLINGHAM, WEST VIRGINIA, USA
BJG	BOLAANG, INDONESIA	BLJ	BATNA, ALGERIA
BJH	BAJHANG, NEPAL	BLK	BLACKPOOL, ENGLAND UK
BJI	BEMIDJI, MINNESOTA, USA	BLL	BILLUND, DENMARK
BJJ	WOOSTER, OH, WAYNE COUNTY AIRPORT	BLM	BELMAR, NJ, MONMOUTH COUNTY AP
BJK	BENJINA, INDONESIA	BLN	BENALLA, AUSTRALIA
BJL	BANJUL, GAMBIA	BLO	BLONDUOS, ICELAND
BJM	BUJUMBURA, BURUNDI	BLP	BELLAVISTA, PERU
BJN	BAJONE, MOZAMBIQUE	BLQ	BOLOGNA, ITALY
BJO	BERMEJO, BOLIVIA	BLR	BANGALORE, INDIA
BJR	BAHAR DAR, ETHIOPIA	BLS	BOLLON, AUSTRALIA
BJS	BEIJING, P.R. CHINA	BLT	BLACKWATER, QLD, AUSTRALIA
BJU	BAJURA, NEPAL, BAJURA AIRPORT	BLU	BLUE CANYON, CA
BJW	BAJAWA, INDONESIA	BLU	EMIGRANT GAP, CA, BLUE CANYON AP
BJX	LEON-GUANAJUATO, MEXICO	BLV	BELLEVILLE, IL, SCOTT AFB
BJY	BELGRADE, YUGOSLAVIA, BATAJNICA AP	BLW	WAIMANALO, HI, BELLOWS FIELD
BJZ	BADAJOS, SPAIN	BLX	BELLUNO, ITALY
BKA	MOSCOW-BYKOVO, CIS	BLY	BELMULLET, IRELAND
BKB	BIKANER, INDIA	BLZ	BLANTYRE, MALAWI
BKC	BUCKLAND, ALASKA, USA	BMA	STOCKHOLM, SWEDEN, BROMMA AP
BKD	BRECKENRIDGE, TX, STEPHENS CTY AP	BMB	BUMBA, ZAIRE
BKE	BAKER, OR	BMC	BRIGHAM CITY, UT
BKF	AURORA, CO, BUCKLEY ANGB	BMD	BELO, MADAGASCAR
BKF	BROOKS LAKE, AK	BME	BROOME, WA, AUSTRALIA
BKH	KEKAHA, HI, BARKING SANDS AP	BMF	BAKOUMA, CENTRAL AFRICAN REPUBLIC
BKI	KOTA KINABALU, SABAH, MALAYSIA	BMG	BLOOMINGTON, INDIANA, USA
BKJ	BOKE, GUINEA	BMH	BOMAI, PAPUA NEW GUINEA
BKK	BANGKOK, THAILAND	BMI	BLOOMINGTON, ILLINOIS, USA
BKL	CLEVELAND, OH, BURKE LAKEFRONT AP	BMJ	BARAMITA, GUYANA
BKM	BAKALALAN, SARAWAK, MALAYSIA	BMK	BORKUM, FED. REP. OF GERMANY
BKN	BIRNI NKONI, NIGER	BML	BERLIN, NH, MUNICIPAL AIRPORT
BKO	BAMAKO, MALI	BMM	BITAM, GABON
BKP	BARKLY DOWNS, AUSTRALIA	BMN	BAMERNY, IRAQ
BKQ	BLACKALL, QLD, AUSTRALIA	BMO	BHAMO, MYANMAR
BKR	BOKORO, CHAD	BMP	BRAMPTON ISLAND, QLD, AUSTRALIA
BKS	BENGKULU, INDONESIA	BMQ	BAMBURI, KENYA
BKT	BLACKSTONE, VA, BLACKSTONE AAF	BMR	BALTRUM, GERMANY
BKT	CAMP PICKETT, VA, BLACKSTONE AAF	BMS	BRUMADO, BRAZIL
BKU	BETIOKY, MADAGASCAR	BMT	BEAUMONT, TX, MUNICIPAL AIRPORT
BKW	BECKLEY, WEST VIRGINIA, USA	BMU	BIMA, INDONESIA
BKX	BROOKINGS, SOUTH DAKOTA, USA	BMV	BANMETHUOT, VIET NAM, PHUNG DUC AP

BMW	BORDJ BADJI MOKHTAR, ALGERIA	BOW	BARTOW, FL, MUNICIPAL AIRPORT
BMX	BIG MOUNTAIN, AK	BOX	BORROLOOLA, NT, AUSTRALIA
BMY	BELEP ISLAND, NEW CALEDONIA	BOY	BOBO DIOULASSO, BURKINA FASO
BMZ	BAMU, PAPUA NEW GUINEA	BOZ	BOZOU, CENTRAL AFRICAN REPUBLIC
BNA	NASHVILLE, TENNESSEE, USA	BPA	BETHPAGE, NY, GRUMMAN AIRPORT
BNB	BOENDE, ZAIRE	BPB	BORIDI, PAPUA NEW GUINEA
BNC	BENI, ZAIRE	BPC	BAMENDA, CENTRAL AFRICAN REPUBLIC
BND	BANDAR ABBAS, IRAN, ISLAMIC REP. OF	BPD	BAPI, PAPUA NEW GUINEA
BNE	BRISBANE, QLD, AUSTRALIA	BPG	BARRA DO GARCAS, MT, BRAZIL
BNF	BARANOF, AK	BPH	BISLIG, PHILIPPINES
BNG	BANNING, CA	BPI	BIG PINEY, WY
BNH	HARTFORD, CT, BARNES AIRPORT	BPN	BALIKPAPAN, INDONESIA
BNI	BENIN CITY, NIGERIA	BPS	PORTO SEGURO, BA, BRAZIL
BNJ	BONN, FED. REP. OF GERMANY	BPT	BEAUMONT/PT. ARTHUR, TEXAS, USA
BNK	BALLINA, NSW, AUSTRALIA	BPU	BEPPU, JAPAN
BNL	BARNWELL, SC, COUNTY AIRPORT	BPY	BESALAMPY, DEM. REP. MADAGASCAR
BNM	BODINUM, PAPUA NEW GUINEA	BQA	BALER, PHILIPPINES
BNN	BRONNOYSUND, NORWAY	BQE	BUBAQUE, GUINEA BISSAU
BNO	BURNS, OR, MUNICIPAL AIRPORT	BQK	BRUNSWICK, GEORGIA, USA
BNP	BANNU, PAKISTAN	BQL	BOULIA, QLD, AUSTRALIA
BNQ	BAGANGA, PHILIPPINES	BQN	AGUADILLA, PUEPTO RICO
BNR	BANFORA, BURKINA FASO	BQO	BOUNA, COTE d'IVOIRE
BNS	BARINAS, VENEZUELA	BQQ	BARRA, BRAZIL
BNT	BUNDI, PAPUA NEW GUINEA	BQS	BLAGOVESCHENSK, CIS
BNU	BLUMENAU, BRAZIL	BQT	BREST, CIS
BNV	BOANA, PAPUA NEW GUINEA	BQV	GUSTAVUS, AK
BNW	BOONE, IA	BQW	BALGO HILLS, AUSTRALIA
BNX	BANJA LUKA, YUGOSLAVIA	BRA	BARREIRAS, BA, BRAZIL
BNY	BELLONA, SOLOMON ISLANDS	BRB	BARREIRINHAS, BRAZIL
BNZ	BANZ, PAPUA NEW GUINEA	BRC	SAN CARLOS DEBARILOCHE, RN, ARGENT.
BOA	BOMA, ZAIRE	BRD	BRAINERD, MINNESOTA, USA
BOB	BORA BORA, FRENCH POLYNESIA	BRE	BREMEN, FED. REP. OF GERMANY
BOC	BOCAS DEL TORO, PANAMA REPUBLIC	BRF	BRADFORD, UNITED KINGDOM
BOD	BORDEAUX, FRANCE	BRG	WHITESBURG, KY
BOE	BOUNDJI, CONGO	BRH	BRAHMAN, PAPUA NEW GUINEA
BOF	WASHINGTON, DC, BOLLING AFB	BRI	BARI, ITALY
BOG	BOGOTA, COLOMBIA	BRJ	BRIGHT, AUSTRALIA
BOH	BOURNEMOUTH, ENGLAND UK	BRK	BOURKE, NSW, AUSTRALIA
BOI	BOISE, IDAHO, USA	BRL	BURLINGTON, IOWA, USA
BOJ	BOURGAS, BULGARIA	BRM	BARQUISIMETO, VENEZUELA
BOK	BROOKINGS, OR, BROOKINGS STATE AP	BRN	BERNE, SWITZERLAND
BOL	BALLY KELLY, UNITED KINGDOM	BRO	BROWNSVILLE, TX, INTL AIRPORT
BOM	BOMBAY, INDIA	BRP	BIARU, PAPUA NEW GUINEA
BON	BONAIRE, NETHERLANDS ANTILLES	BRQ	BRNO, CZECHOSLOVAKIA, TURANU AP
BOO	BODO, NORWAY	BRR	BARRA, HEBRIDES IS., SCOTLAND UK
BOP	BOUAR, CENTRAL AFRICAN REPUBLIC	BRs	BRISTOL, ENGLAND UK
BOQ	BOKU, PAPUA NEW GUINEA	BRT	BATHURST ISLAND, NT, AUSTRALIA
BOR	BELFORT, FRANCE, FONTAINE AP	BRU	BRUSSELS, BELGIUM
BOS	BOSTON, MASSACHUSETTS, USA	BRV	BREMERHAVEN, FED. REP. OF GERMANY
BOT	BOSET, PAPUA NEW GUINEA	BRW	BARROW, ALASKA, USA
BOU	BOURGES, FRANCE	BRX	BARAHONA, DOMINICAN REPUBLIC
BOV	BOANG, PAPUA NEW GUINEA	BRY	BRADSTOWN, KY, SAMUELS FIELD

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BRZ	BOROTOU, COTE d'IVOIRE	BTY	BEATTY, NY
BSA	BOSSASO, SOMALIA	BTZ	BURSA, TURKEY
BSB	BRASILIA, DF, BRAZIL	BUA	BUKA, PAPUA NEW GUINEA
BSC	BAHIA SOLANO, COLOMBIA	BUB	BURWELL, NE, MUNICIPAL AIRPORT
BSD	BAOSHEN, P.R. CHINA	BUC	BURKETOWN, QLD, AUSTRALIA
BSE	SEMATAN, MALAYSIA	BUD	BUDAPEST, HUNGARY
BSF	POHAKULOA, HI, BRADSHAW AAF	BUE	BUENOS AIRES, BA, ARGENTINA
BSG	BATA, EQUATORIAL GUINEA	BUF	BUFFALO, NEW YORK, USA
BSH	BRIGHTON, UNITED KINGDOM	BUG	BENGUELA, ANGOLA
BSI	BLAIRSVILLE, PA	BUH	BUCHAREST, ROMANIA
BSJ	BAIRNSDALE, AUSTRALIA	BUI	BOKONDINI, INDONESIA
BSK	BISKRA, ALGERIA	BUJ	BOUSSAADA, ALGERIA, AIN EDDIS AP
BSL	BASEL/MULHOUSE, SWITZERLAND	BUK	ALBUQ, YEMEN, REPUBLIC OF
BSM	AUSTIN, TX, BERGSTROM AFB	BUL	BULOLO, PAPUA NEW GUINEA
BSN	BOSSANGOA, CENTRAL AFRICAN REP	BUM	BUTLER, MO
BSO	BASCO, PHILIPPINES	BUN	BUENAVENTURA, COLOMBIA
BSP	BENSBACH, PAPUA NEW GUINEA	BUR	BURAO, SOMALIA
BSQ	BISBEE, AZ, BISBEE MUNICIPAL AP	BUP	BHATINDA, INDIA
		BUQ	BULAWAYO, ZIMBABWE
BSR	BASRA, IRAQ, INTERNATIONAL AIRPORT	BUR	BURBANK, CALIFORNIA, USA
BSS	BALSAS, BRAZIL	BUS	BATUMI, CIS
BST	BOST, AFGHANISTAN	BUT	BURTONWOOD, UNITED KINGDOM
BSU	BASANKUSU, ZAIRE	BUU	BUYO, COTE d'IVOIRE
BSV	BOSSET, PAPUA NEW GUINEA	BUV	BELLA UNION, URUGUAY
BSW	BOSWELL BAY, AK	BUW	BAUBAU, INDONESIA
BSX	BASSEIN, MYANMAR	BUX	BUNIA, ZAIRE
BSY	BARDEGA, SOMALIA	BUY	BUNBURY, AUSTRALIA
BSZ	BARTIETTS, AK	BUZ	BUSHEHR, IRAN, ISLAMIC REP. OF
BTA	BERTOUA, CAMEROON	BVA	BEAUVAIS, FRANCE, TILLE AIRPORT
BTB	BETOU, CONGO	BVB	BOA VISTA, RR, BRAZIL
BTC	BATTICALOA, SRI LANKA	BVC	BOA VISTA, CAPE VERDE ISLANDS
BTD	BRUNETTE DOWNS, AUSTRALIA	BVD	BEAVER INLET, AK
BTE	BONTHE, SIERRA LEONE	BVE	BRIVE-LA GAILLARDE, FRANCE
BTF	BOUNTIFUL, UT, SALT LAKE SKYPARK	BVF	BUA, FIJI, DAMA AIRPORT
BTG	BATANGAFO, CENTRAL AFRICAN REPUBLIC	BVG	BERLEVAG, NORWAY
BTH	BATAM/BATU BESAR, INDONESIA	BVH	VILHENA, RO, BRAZIL
BTI	BARTER ISLAND, ALASKA, USA	BVI	BIRDSVILLE, QLD, AUSTRALIA
BTJ	BANDA ACEN, INDONESIA	BVM	BELMONTE, BA, BRAZIL
BTK	BRATSK, CIS	BVO	BARTLESVILLE, OK, F PHILLIPS AP
BTL	BATTLE CREEK, MI, W K KELLOGG AP	BVP	BOLOVIP, PAPUA NEW GUINEA
BTM	BUTTE, MONTANA, USA	BVS	BREVES, BRAZIL
BTN	BENNETTSVILLE, SC	BVW	BATAVIA DOWNS, AUSTRALIA
BTO	BOTOPASIE, SURINAME	BVX	BATESVILLE, AR, MUNICIPAL AIRPORT
BTP	BUTLER, PA, GRAHAM FIELD	BVY	BEVERLY, MA
BTQ	BUTARE, RWANDA	BVZ	BEVERLEY SPRINGS, AUSTRALIA
BTR	BATON ROUGE, LOUISIANA, USA	BWA	BHAIRAWA, NEPAL
BTS	BRATISLAVA, CZECHOSLOVAKIA	BWB	BARROW ISLAND, WA, AUSTRALIA
BTT	BETTLES, ALASKA, USA	BWC	BRAWLEY, CA
BTU	BINTULU, SARAWAK, MALAYSIA	BWD	BROWNWOOD, TEXAS, USA
BTV	BURLINGTON, VERMONT, USA	BWE	BRAUNSCHWEIG, FED. REP. OF GERMANY
BTW	BATU LICIN, INDONESIA	BWF	BARROW-IN-FURNESS, UNITED KINGDOM
BTX	BETOOTTA, AUSTRALIA	BWG	BOWLING GREEN, KY, WARREN COUNTY AP



BWH BUTTERWORTH, MALAYSIA  
BWI BALTIMORE, MARYLAND, USA  
BWJ BAWAN, PAPUA NEW GUINEA  
BWL BLACKWELL, OK  
BWM BOWMAN, ND  
BWN B. SERI BEGAWAN. BRUNEI DARUSSAIA  
BWO BALAKOVO, CIS  
BWP BEWANI, PAPUA NEW GUINEA  
BWQ BREWARRINA, NSW, AUSTRALIA  
BWS BLAINE, WA  
BWT BURNIE, TASMANIA, AUSTRALIA  
BWU BANKSTOWN, AUSTRALIA  
BWY WOODBRIDGE, UNITED KINGDOM  
BXA BOGALUSA, LA, GEO R CARR AIRPORT  
BXB BABO, INDONESIA  
BXC BOXBOROUGH, MA  
BXD BADE, INDONESIA  
BXE BAKEL, SENEGAL  
BXH BALHASH, CIS  
BXI BOUNDIALI, COTE d'IVOIRE  
BXX BUCKEYE, AZ  
BXL BLUE LAGOON, FIJI  
BXM BATOM, INDONESIA  
BXN BODRUM, TURKEY, IMSIK AIRPORT  
BXO BISSAU, GUINEA BISSAU  
BXS BORREGO SPRINGS, CA  
BXT BONTANG, INDONESIA  
BXU BUTUAN, PHILIPPINES  
BXV BREIDDALESVIK, ICELAND  
BXX BORAMA, SOMALIA  
BYA BOUNDARY, AK  
BYB DIBAA, OMAN  
BYC YACUIBA, BOLIVIA  
BYD BEIDAH, YEMEN  
BYG BUFFALO, WY, MUNICIPAL AIRPORT  
BYH BLYTHEVILLE, AR, BLYTHEVILLE AFB  
BYI BURLEY, ID  
BYI RUPERT, ID  
BYK BOUAKE, COTE D'IVOIRE  
BYL BELLA YELLA, LIBERIA  
BYM BAYAMO, CUBA  
BYN BAYANKHONGOR, MONGOLIA  
BYQ BUNYU, INDONESIA  
BYS FORT IRWIN, CA, BICYCLE LAKE AAF  
BYT BANTRY, IRELAND  
BYU BAYREUTH, FED. REP. OF GERMANY  
BYW BLAKELY ISLAND, WA  
BYX BANİYALA, AUSTRALIA  
BZA BONANZA, NICARAGUA, SAN PEDRO AP  
BZC BUZIOS, BRAZIL  
BZD BALRANALD, AUSTRALIA  
BZE BELIZE CITY, BELIZE

BZG BYDGOSZCZ, POLAND  
BZI BALIKESIR, TURKEY  
BZK BRIANSK, CIS  
BZL BARISAL, BANGLADESH  
BZM BERGEN OP ZOOM, NETHERLANDS  
BZN BOZEMAN, MONTANA, USA  
BZO BOLZANO, ITALY  
BZP BIZANT, AUSTRALIA  
BZR BEZIERS, FRANCE  
BZS WASHINGTON, DC, BUZZARDS POINT AP  
BZT BRAZORIA, TX, HINKLES FERRY AP  
BZU BUTA, ZAIRE  
BZV BRAZZAVILLE, PEOP. REP. OF CONGO  
BZY BELTSY, CIS  
BZZ BRIZE NORTON, ENGLAND UK

C  
CAA CATACAMAS, HONDURAS  
CAB CABINDA, ANGOLA  
CAC CASCABEL, BRAZIL  
CAD CADILLAC, MI  
CAE COLUMBIA, SOUTH CAROLINA, USA  
CAF CARAUARI, BRAZIL  
CAG CAGLIARI, ITALY  
CAH CA MAU, VIET NAM  
CAI CAIRO, ARAB REP. OF EGYPT  
CAJ CANALMA, VENEZUELA  
CAK AKRON/CANTON, OHIO, USA  
CAL CAMPBELTOWN, SCOTLAND UK  
CAM CAMIRI, BOLIVIA  
CAN GUANGZHOU, P.R. CHINA  
CAO CLAYTON, NM  
CAP CAP HAITIEN, HAITI  
CAQ CAUCASIA, COLOMBIA  
CAR CARIBOU, ME, MUNICIPAL AIRPORT  
CAS CASABLANCA, MOROCCO  
CAT CAT ISLAND, BAHAMAS  
CAU CARUARU, BRAZIL  
CAV CAZOMBO, ANGOLA  
CAW CAMPOS, RJ, BRAZIL  
CAX CARLISLE, UNITED KINGDOM  
CAY CAYENNE, FRENCH GUINEA  
CAZ COBAR, NSW, AUSTRALIA  
CBA CORNER BAY, AK  
CBB COCHABAMBA, BOLIVIA  
CBC CHERRABUN, AUSTRALIA  
CBD CAR NICOBAR, INDIA  
CBE CUMBERLAND, MARYLAND, USA  
CBF COUNCIL BLUFFS, IA, MUNICIPAL AP  
CBG CAMBRIDGE, ENGLAND UK  
CBH BECHAR, ALGERIA  
CBJ CABO ROJO, DOMINICAN REPUBLIC

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CBK	COLBY, KS, MUNICIPAL AIRPORT	CDQ	CROUDON, AUSTRALIA
CBL	CIUDAD BOLIVAR, VENEZUELA	CDR	CHADRON, NEBRASKA, USA
CBM	COLUMBUS, MS, COLUMBUS AFB	CDS	CHILDRESS, TX
CBN	CIREBON, INDONESIA	CDU	CAMDEN, AUSTRALIA
CBO	COTABATO, PHILIPPINES	CDV	CORDOVA, ALASKA, USA
CBP	COIMBRA, PORTUGAL	CDW	CALDWELL, NJ, CALDWELL WRIGHT AP
CBQ	CALABAR, NIGERIA	CDY	CAGAYAN DE SULU, PHILIPPINES
CBR	CANBERRA, AOT, AUSTRALIA	CEA	WICHITA, KS, CESSNA AIRCRAFT FIELD
CBS	CABIMAS, VENEZUELA	CEB	CEBU, PHILIPPINES
CBT	CATUMBELA, ANGOLA	CEC	CRESCENT CITY, CALIFORNIA, USA
CBV	COBAN, GUATEMALA	CED	CEDUNA, SA, AUSTRALIA
CBX	CONDOBOLIN, AUSTRALIA	CEE	CHEREPOVETS, CIS
CBY	CANOBIE, AUSTRALIA	CEF	CHICOPEE, MA, WESTOVER AFB
CBZ	CABIN CREEK, ALASKA, USA	CEG	CHESTER, UNITED KINGDOM
CCA	FORT CHAFFEE, AR, CHAFFEE AFB	CEI	CHIANG RAI, THAILAND
CCB	UPLAND, CA, CABLE AIRPORT	CEJ	CHERNIGOV, CIS
CCD	LOS ANGELES, CA, CENTURY CITY AP	CEK	CHELYABINSK, CIS
CCE	ST MARTIN, GUADELOUPE	CEL	CAPE ELEUTHERA, BAHAMAS
CCF	CARCASSONNE, FRANCE	CEM	CANTRAL, ALASKA, USA
CCG	CRANE, TX, CRANE COUNTY AIRPORT	CEN	CIUDAD OBREGON, MEXICO
CCH	CHILE CHICO, CHILE	CEO	WACO KUNGO, ANGOLA
CCI	CONCORDIA, BRAZIL	CEP	CONCEPCION, BOLIVIA
CCJ	CALICUT, INDIA	CEQ	CANNES, FRANCE, MANDELIEU AIRPORT
CCK	COCOS ISLANDS, COCOS ISLANDS	CER	CHERBOURG, FRANCE
CCL	CHINCHILLA, AUSTRALIA	CES	CESSNOCK, NSW, AUSTRALIA
CCM	CRISCIUMA, SC, BRAZIL	CET	CHOLET, FRANCE, LE PONTREAU AIRPORT
CCN	CHAKCHARAN, AFGHANISTAN	CEU	CLEMSON, SC, OCONEE COUNTY AIRPORT
CCO	CARIMAGUA, COLOMBIA	CEV	CONNERSVILLE, IN, METTLE FIELD
CCP	CONCEPCION, CHILE	CEW	CRESTVIEW, FL, BOB SIKES AIRPORT
CCQ	CACHOEIRA, BRAZIL	CEX	CHENA HOT SPRINGS, AK
CCR	CONCORD, CALIFORNIA, USA	CEY	MURRAY, KY, CALLOWAY COUNTY AIRPORT
CCS	CARACAS, VENEZUELA	CEZ	CORTEZ, COLORADO, USA
CCT	COLONIAL CATRIEL, RN, ARGENTINA	CFA	COFFEE POINT, AK
CCU	CALCUTTA, INDIA	CFD	BRYAN, TX, COULTER FIELD
CCV	CRAIG COVE, VANUATU	CFE	CLERMONT-FERRAND, FRANCE
CCW	COWELL, AUSTRALIA	CFF	CAFUNFO, ANGOLA
CCX	CACERES, BRAZIL	CFG	CIENFUEGOS, CUBA
CCY	CHARLES CITY, IA, MUNICIPAL AIRPORT	CFH	CLIFTON HILLS, SA, AUSTRALIA
CCZ	CHUB CAY, BAHAMAS	CFI	CAMFIELD, AUSTRALIA
CDA	COOINDA, AUSTRALIA	CFN	DONEGAL, REPUBLIC OF IRELAND
CDB	CQLD BAY, ALASKA, USA	CFO	CONFREZA, MT, BRAZIL
CDC	CEDAR CITY, UTAH, USA	CFP	CARPENTARIA DOWNS, AUSTRALIA
CDE	CALEDONIA, PANAMA	CFR	CAEN, FRANCE
CDF	CORTINA D'AMPEZZ, ITALY, FIAMES AP	CFS	COFFS HARBOUR, NSW, AUSTRALIA
CDG	PARIS-DE GAULLE, FRANCE	CFT	CLIFTON, AZ, MORENCI AIRPORT
CDH	CAMDEN, ARKANSAS, USA	CFU	CORFU, GREECE
CDJ	CONCEICAO DO ARAGUAIA, PA, BRAZIL	CFV	COFFEYVILLE, KS, MUNICIPAL AIRPORT
CDK	CEDAR KEY, FL, LEWIS AIRPORT	CGA	CRAIG, ALASKA, USA
CDL	CANDIE, ALASKA, USA	CGB	CUIABA, MT, BRAZIL
CDN	CAMDEN, SC, WOODWARD FIELD	CGC	CAPE GLOUCESTER, PAPUA NEW GUINEA
CDO	CRADOCK, SOUTH AFRICA	CGD	CHANGDE, CHINA
CDP	CUDDAPAH, INDIA	CGE	CAMBRIDGE, MD

CGF	CLEVELAND, OH, CUYAHOGA COUNTY AP	CIF	CHIFENG, P.R. CHINA
CGG	CASIGURAN, PHILIPPINES	CIG	CRAIG, CO, CRAIG-MOFFAT AIRPORT
CGH	SAO PAULO, SP-CONGONHAS, BRAZIL	CIH	CHANGZHI, CHINA
CGI	CAPE GIRARDEAU, MISSOURI, USA	CIJ	COBIJA, BOLIVIA
CGJ	CHINGOLA, ZIMBABWE	CIK	CHALKYITSIK, ALASKA, USA
CGK	JAKARTA-SOEKAMO, INDONESIA	CIL	COUNCIL, ALASKA, USA
CGM	CAMIGUIN, PHILIPPINES, MAMBAJAO AP	CIM	CIMITARRA, COLOMBIA
CGN	COLOGNE/BONN, FED. REP. OF GERMANY	CIN	CARROLL, IA
CGO	ZHENGZHOU, P.R. CHINA	CIP	CHIPATA, ZAMBIA
CGP	CHITTAGONG, BANGLADESH	CIQ	CHIQUIMULA, GAUTEMALA
CGQ	CHANGCHUN, P.R. CHINA	CIR	CAIRO, IL
CGR	CAMPO GRANDE, MS, BRAZIL	CIS	CANTON ISLAND, KIRIBATI
CGS	COLLEGE PARK, MD	CIT	CHIMKENT, CIS
CGT	CHINGUITTI, MAURITANIA	CIU	SAULT STE MARIE, MI-CHIPPEWA, USA
CGU	CIUDAD GUAYANA, VENEZUELA	CIV	CHOMLEY, AK
CGV	CAIGUNA, AUSTRALIA	CIW	CANOUAN ISLAND, WINDWARD ISLAND
CGX	CHICAGO, ILLINOIS-MEIGS, USA	CIX	CHICLAYO, PERU
CGY	CAGAYAN DE ORO, PHILIPPINES	CIY	COMISO, ITALY
CGZ	CASA GRANDE, AZ, MUNICIPAL AIRPORT	CIZ	COARI, BRAZIL
CHA	CHATTANOOGA, TENNESSEE, USA	CJA	CAJAMARCA, PERU
CHB	CHILAS, PAKISTAN	CJB	COIMBATORE, INDIA
CHC	CHRISTCHURCH, NEW ZEALAND	CJC	CALAMA, CHILE
CHD	CHANDLER, AZ, WILLIAMS AFB	CJD	CANDILEJAS, COLOMBIA
CHE	CAHERCIVEEN, IRELAND, REENROE AP	CJI	CRAFTON ISLAND, AK
CHE	CHIEVRES, BELGIUM (DOD AIRPORT)	CJL	CHITRAL, PAKISTAN
CHF	CHINHAIE, KOREA	CJN	EL CAJON, CA
CHG	CHANGI, SINGAPORE (DOD AIRPORT)	CJS	CIUDAD JUAREZ, MEXICO
CHG	CHAOYANG, P.R. CHINA	CJU	CHEJU, REPUBLIC OF KOREA
CHH	CHACHAPOYAS, PERU	CKA	CHEROKEE, OK, KEGELMAN AIR FIELD
CHI	CHICAGO, ILLINOIS, USA	CKB	CLARKSBURG, WEST VIRGINIA, USA
CHJ	CHIPINGE, ZIMBABWE	CKC	CHERKASSY, CIS
CHK	CHICKASHA, OK, MUNICIPAL AIRPORT	CKD	CROOKED CREEK, ALASKA, USA
CHL	CHALLIS, ID	CKE	CLEAR LAKE, CA
CHM	CHIMBOTE, PERU	CKG	CHONGGING, P.R. CHINA
CHN	CHONJU, KOREA	CKH	CHOKURDAH, CIS
CHO	CHARLOTTESVILLE, VIRGINIA, USA	CKI	CROKER ISLAND, AUSTRALIA
CHP	CIRCLE HOT SPRINGS, AK	CKK	CHEROKEE, AR
CHQ	CHANIA, CRETE, GREECE	CKM	CLARKSDALE, MS, FLETCHER FIELD
CHR	CHATEAUROUX, FRANCE	CKN	CROOKSTON, MN, MUNICIPAL AIRPORT
CHS	CHARLESTON, SOUTH CAROLINA, USA	CKO	CORNELIO PROCOPIO, BRAZIL
CHT	CHATHAM ISLAND, NEW ZEALAND	CKR	CRANE ISLAND, WA
CHU	CHUATHBALUK, ALASKA, USA	CKS	CARAJAS, PA, BRAZIL
CHV	CHAVIS, PORTUGAL	CKU	CORDOVA, AK, CITY AIRPORT
CHW	JIUQUAN, CHINA	CKV	CLARKSVILLE, TN, OUTLAW FIELD
CHX	CHANGUINOLA, PANAMA REPUBLIC	CKX	CHICKEN, AK
CHY	CHOISEUL BAY, SOLOMON ISLANDS	CKY	CONAKRY, GUINEA
CHZ	CHILOQUIN, OR, STATE AIRPORT	CKZ	CANAKKALE, TURKEY
CIA	ROME, ITALY, CIAMPINO AIRPORT	CLA	COMILLA, BANGLADESH
CIB	CATALINA IS, CALIFORNIA-SKY, USA	CLB	CASTLEBAR, IRELAND
CIC	CHICO, CALIFORNIA, USA	CLC	CLEARLAKE, TX, METROPORT
CID	CEDAR RAPIDS/IOWA CITY, IOWA, USA	CLD	CARLSBAD, CALIFORNIA, USA
CIE	COLLIE, AUSTRALIA	CLE	CLEVELAND, OHIO, USA

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CLG	COALINGA, CA	CNG	COGNAC, FRANCE, PARVAUD AIRPORT
CLH	COOLAH, AUSTRALIA	CNH	CLAREMONT, NH, MUNICIPAL AIRPORT
CLI	CLINTONVILLE, WI	CNI	CHANGHAI, CHINA
CLJ	CLUJ-NAPOCA, ROMANIA	CNJ	CLONCURRY, QLD, AUSTRALIA
CLK	CLINTON, OK, MUNICIPAL AIRPORT	CNK	CONCORDIA, KS, BLOSSER AIRPORT
CLL	COLLEGE STATION, TEXAS, USA	CNL	SINDAL, DENMARK
CLM	PORT ANGELES, WASHINGTON, USA	CNM	CARLSBAD, NEW MEXICO, USA
CLN	CAROLINA, BRAZIL	CNN	CHULMAN, CIS
CLO	CALI, COLOMBIA	CNO	CHINO, CA
CLP	CLARKS POINT, ALASKA, USA	CNP	EASTGREENLAND, GREENLAND
CLQ	COLIMA, MEXICO	CNQ	CORRIENTES, CR, ARGENTINA
CLR	CALIPATRIA, CA	CNR	CHANARAL, CHILE
CLS	CHEHALIS, WA, CENTRALIA AIRPORT	CNS	CAIRNS, QLD, AUSTRALIA
CLT	CHARLOTTE, NORTH CAROLINA, USA	CNT	CHARATA, ARGENTINA
CLU	COLUMBUS, IN, MUNICIPAL AIRPORT	CNU	CHANUTE, KS, MARTIN JOHNSON AP
CLV	CALDAS NOVAS, BRAZIL	CNV	CANAVIERAS, BRAZIL
CLW	CLEARWATER, FL, EXECUTIVE AIRPORT	CNW	WACO, TX, JAMES CONNALL AIRPORT
CLX	CLORINDA, ARGENTINA	CNX	CHIANG MAI, THAILAND
CLY	CALVI, CORSICA, FRANCE	CNY	MOAB, UTAH, USA
CLZ	CALABOZO, VENEZUELA	CNZ	CANGAMBA, ANGOLA
CMA	CUNNAMULLA, AUSTRALIA	COA	COLUMBIA, CA
CMB	COLOMBO, SRI LANKA	COB	COOLIBAH, AUSTRALIA
CMC	CAMOCIM, BRAZIL	COC	CONCORDIA, ER, ARGENTINA
CMD	COOTAMUNDRA, NSW, AUSTRALIA	COD	CODY, WYOMING, USA
CME	CIUDAD DEL CARMEN, MEXICO	COE	COEUR D'ALENE, IDAHO, USA
CMF	CHAMBERY, FRANCE	COF	COCOA BEACH, FL, PATRICK AFB
CMG	CORUMBA, MS, BRAZIL	COG	CONDOTO, COLOMBIA
CMH	COLUMBUS, OHIO, USA	COH	COOCH BEHAR, INDIA
CMI	CHAMPAIGN, ILLINOIS, USA	COI	COCOA, FL, MERRITT ISLAND AIRPORT
CMJ	CHI MEI, TAIWAN	COJ	COONABARABRAN, NSW, AUSTRALIA
CMK	CLUB MAKOKOLA, MALAWI	COK	COCHIN, INDIA
CML	CAMOOWEAL, AUSTRALIA	COL	COLL ISLAND, UNITED KINGDOM
CMM	CARMELITA, GUATEMALA	COM	COLEMAN, TX
CMN	CASABLANCA-MOHAMED V, MOROCCO	CON	CONCORD, NH
CMO	OBBI, SOMALIA	COO	COTONOU, BENIN
CMP	SANTANA DO ARAGUAIA, PA, BRAZIL	COP	COOPERSTOWN, NY
CMQ	CLERMONT, QLD, AUSTRALIA	COQ	CHOIBALSAN, MONGOLIA
CMR	COLMAR, FRANCE, COLMAR-HOUSSEN AP	COR	CORDOBA, CD, ARGENTINA
CMS	SCUSCIUBAN, SOMALIA	COS	COLORADO SPRINGS, COLORADO, USA
CMT	CAMETA, BRAZIL	COT	COTULLA, TX
CMU	KUNDIAWA, PAPUA NEW GUINEA	COU	COLUMBIA, MISSOURI, USA
CMV	COROMANDEL, NEW ZEALAND	COV	COVILHA, PORTUGAL
CMW	CAMAGUEY, CUBA	COX	CONGO TOWN, BAHAMAS
CMX	HANCOCK, MICHIGAN, USA	COY	COOLAWANYAH, AUSTRALIA
CMY	SPARTA, WI, CAMP MCCOY AAF	COZ	CONSTANZA, DOMINICAN REPUBLIC
CMZ	CAIA, MOZAMBIQUE	CPA	CAPE PALMAS, LIBERIA, A TUBMAN AP
CNA	CANANEA, MEXICO	CPB	CAPURGANA, COLOMBIA
CNB	COONAMBIE, NSW, AUSTRALIA	CPC	SAN MARTIN DE LOS, NE, ARGENTINA
CNC	COCONUT ISLAND, QLD, AUSTRALIA	CPD	COOBER PEDY, SA, AUSTRALIA
CND	CONSTANTA, ROMANIA	CPE	CAMPECHE, MEXICO
CNE	CANON CITY, CO	CPF	CEPU, INDONESIA
CNF	BELO HORIZONTE, MG-CONFINS, BRAZIL	CPG	CARMEN DE PATAGONES, ARGENTINA

CPH	COPENHAGEN, DENMARK	CSK	CAP SKIRring, SENEGAL
CPL	CHAPARRAL, COLOMBIA	CSL	SAN LUIS OBISPO, CA, AIRPORT
CPM	COMPTON, CA	CSM	CLINTON, OK, CLINTON-SHERMAN AP
CPN	COPE RODNEY, PAPUA NEW GUINEA	CSN	CARSON CITY, NV
CPO	COPIAPO, CHILE	CSP	CAPE SPENCER, AK
CPQ	CAMPINAS, SP, BRAZIL	CSQ	CRESTON, IA, MUNICIPAL AIRPORT
CPR	CASPER, WYOMING, USA	CSR	CASUARITO, COLOMBIA
CPS	ST LOUIS, MO, BI-STATE PARKS AP	CSS	CASSILANDIA, BRAZIL
CPT	CAPE TOWN, SOUTH AFRICA	CST	CASTAWAY, FIJI
CPU	CURURUPU, BRAZIL	CSV	CROSSVILLE, TN, MEMORIAL AIRPORT
CPV	CAMPINA GRANDE, PB, BRAZIL	CSX	CHANGSHA, CHINA
CPX	CULEBRA, PUERTO RICO	CSY	CHEBOKSARY, CIS
CQF	CALAIS, FRANCE	CTA	CATANIA, ITALY
CQP	CAPE FLATTERY, AUSTRALIA	CTB	CUT BANK, MT, MUNICIPAL AIRPORT
CQS	COSTA MARQUES, BRAZIL	CTC	CATAMARCA, CA, ARGENTINA
CQT	CAQUETANIA, COLOMBIA	CTE	CARTI, PANAMA
CRA	CRAIOVA, ROMANIA	CTE	LAJES, PORTUGAL, LAJES NAF (DOD AP)
CRB	COLLARENEBRI, AUSTRALIA	CTG	CARTAGENA, COLOMBIA
CRC	CARTAGO, COLOMBIA	CTH	COATSVILLE, PA,
CRD	COMODORO, RIVADAVIA, CB, ARGENTINA	CTI	CUITO CUANAVAL, ANGOLA
CRE	MYRTLE BEACH, SC, GRAND STRAND AP	CTK	CANTON, SD
CRF	CARNOT, CENTRAL AFRICAN REPUBLIC	CTL	CHARLEVILLE, QLD, AUSTRALIA
CRG	JACKSONVILLE, FL, CRAIG AIRPORT	CTM	CHETUMAL, MEXICO
CRH	CHERRIBAH, AUSTRALIA	CTN	COOKTOWN, QLD, AUSTRALIA
CRI	CROOKED ISLAND, BAHAMAS	CTO	CALVERTON, NY, NAVAL WEAPONS PLANT
CRJ	COORABIE, AUSTRALIA	CTP	CARUTAPERA, BRAZIL
CRK	LUZON ISLAND, PHILIPPINES	CTQ	SANTA VITORIA, BRAZIL, DO PALMAR AP
CRL	CHARLEROI, BELGIUM, GOSSELIES AP	CTR	CATTLE CREEK, AUSTRALIA
CRM	CATARMAN, PHILIPPINES	CTS	SAPPORO-CHITOSE, JAPAN
CRN	CROMARTY, UNITED KINGDOM	CTT	LE CASTELLET, FRANCE
CRO	CORCORAN, CA	CTU	CHENGDU, P.R. CHINA
CRP	CORPUS CHRISTI, TEXAS, USA	CTW	COTTONWOOD, AZ
CRQ	CARAVELAS, BA, BRAZIL	CTX	CORTLAND, NY
CRR	CERES, ARGENTINA	CTY	CROSS CITY, FL
CRS	CORSICANA, TX	CTZ	CLINTON, NC, SAMPSON COUNTY AP
CRT	CROSSETT, AR, MUNICIPAL AIRPORT	CUA	CIUDAD CONSTITUCION, MEXICO
CRU	CARRIACOU, WINDWARD ISLAND	CUA	CUBI POINT, PHILIPPINES, (DOD AP)
CRV	CROTONE, ITALY	CUB	COLUMBIA, SC, OWENS DOWNTOWN AP
CRW	CHARLESTON, WEST VIRGINIA, USA	CUC	CUCUTA, COLOMBIA
CRX	CORINTH, MS, ROSCOE TURNER AIRPORT	CUD	CALOUNDRA, AUSTRALIA
CRY	CARLTON HILL, AUSTRALIA	CUE	CUENCA, ECUADOR
CRZ	CHARDZHOU, CIS	CUF	CUNEO, ITALY, LEVALDIGI AIRPORT
CSA	COLONSAY ISLAND, UNITED KINGDOM	CUG	ORANGE, NSW-CUDAL, AUSTRALIA
CSB	CARANSEBES, ROMANIA	CUH	CUSHING, OK, MUNICIPAL AIRPORT
CSC	CANAS, COSTA RICA	CUI	CURRILLO, COLOMBIA
CSD	CRESSWELL DOWNS, AUSTRALIA	<b>CUL</b>	<b>CULIACAN, MEXICO</b>
CSE	CRESTED BUTTE, CO	<b>CUM</b>	<b>CUMANA, VENEZUELA</b>
CSF	CREIL, FRANCE	<b>CUN</b>	<b>CANCUN, MEXICO</b>
CSG	COLUMBUS, GEORGIA, USA	<b>CUP</b>	<b>CARUPANO, VENEZUELA</b>
CSH	CAPE SARICHEF, AK	<b>CUQ</b>	<b>COEN, QLD, AUSTRALIA</b>
CSI	CASINO, NSW, AUSTRALIA	<b>CUR</b>	<b>CURACAO, NETH. ANTILLES</b>
CSJ	CAPE ST JACQUES, VIET NAM	<b>CUS</b>	<b>COLUMBUS, NM, MUNICIPAL AIRPORT</b>

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**CUT** CUTRAL, NE, ARGENTINA  
**CUU** CHIHUAHUA, MEXICO  
**CUZ** CUSCO, PERU  
**CVF** COURCHEVEL, FRANCE  
**CVG** CINCINNATI, OHIO, USA  
**CVG** COVINGTON, KY, GTR CINC INTL AP  
**CVL** CAPE VOGEL, PAPUA NEW GUINEA  
**CVM** CIUDAD VICTORIA, MEXICO  
**CVN** CLOVIS, NEW MEXICO, USA  
**CVQ** CARNARVON, WA, AUSTRALIA  
**CVR** CULVER CITY, CA, HUGHES AIRPORT  
**CVS** CLOVIS, NM, CANNON AFB  
**CWA** WAUSAU, WISCONSIN-CENTRAL, WI, USA  
**CWB** CUTIBBA, PR, BRAZIL  
**CWL** CARDIFF, WALES UK  
**CWR** COWARIE, SA, AUSTRALIA  
**CWT** COWRA, NSW, AUSTRALIA  
**CXA** CAICARA, VENEZUELA  
**CXB** COX'S BAZAR, BANGLADESH  
**CXH** VANCOUVER, BC-HARBOUR SP. CANADA  
**CXI** CHRISTMAS ISLAND, KIRIBATI  
**CKJ** CAXIAS DO SUL, RS, BRAZIL  
**CKP** CITACAP, INDONESIA  
**CXT** CHARTERS TOWERS, QLD, AUSTRALIA  
**CYB** CAYMAN BRAC, WEST INDIES  
**CYC** CAYE CHAPEL, BELIZE  
**CYF** CHEFORNAK, ALASKA, USA  
**CYP** CALBAYOG, PHILIPPINES  
**CYR** COLONIA, URUGUAY  
**CYS** CHEYENNE, WYOMING, USA  
**CYZ** CAUAYAN, PHILIPPINES  
**CZE** CORO, VENEZUELA  
**CZF** CAPE ROMANZOF, AK  
**CZH** COROZAL, BELIZE  
**CZL** CONSTANTINE, ALGERIA  
**CZM** COZUMEL, MEXICO  
**CZS** CRUZEIRO DO SUL, AC, BRAZIL  
**CZU** COROZAL, COLOMBIA  
**CZX** CHANGZHOU, P.R. CHINA

**D**  
**DAB** DAYTONA BEACH, FLORIDA, USA  
**DAC** DHAKA, BANGLADESH  
**DAD** DA NANG, SOC. REP. OF VIET NAM  
**DAE** DAPARIZO, INDIA  
**DAG** DAGGETT, CA, BARSTOW-DAGGETT AP  
**DAL** DALLAS/FT. WORTH, TEXAS-LOVE, USA  
**DAM** DAMASCUS, SYRIA  
**DAN** DANVILLE, VIRGINIA, USA  
**DAR** DAR ES SALAAM, TANZANIA  
**DAU** DARU, PAPUA NEW GUINEA  
**DAV** DAVID, PANAMA REPUBLIC

**DAY** DAYTON, OHIO, USA  
**DBA** DAIBANDIN, PAKISTAN  
**DBD** DHANEAD, INDIA  
**DBM** DEBRA MARCOS, ETHIOPIA  
**DBO** DUBBO, NSW, AUSTRALIA  
**DBP** DEBEPARE, PAPUA NEW GUINEA  
**DBQ** DUBUQUE, IOWA, USA  
**DBV** DUBROVNIK, YUGOSLAVIA  
**DCA** WASHINGTON, DC-NATIONAL, USA  
**DCF** DOMINICA-CANE, WEST INDIES  
**DCM** CASTRES, FRANCE  
**DDC** DODGE CITY, KANSAS, USA  
**DDG** DANDONG, P. R. CHINA  
**DDI** DAYDREAM ISLAND, QLD, AUSTRALIA  
**DDM** DODOIMA, PAPUA NEW GUINEA  
**DEC** DECATUR, ILLINOIS, USA  
**DED** DEHRADUN, INDIA  
**DEL** DELHI, INDIA  
**DEM** DEMBRIDOLLO, ETHIOPIA  
**DEN** DENVER, COLORADO, USA  
**DER** DERIM, PAPUA NEW GUINEA  
**DET** DETROIT, MICHIGAN-CITY, USA  
**DEZ** DELTREZZOR, SYRIA  
**DFW** DALLAS-FT WORTH, TEXAS, USA  
**DGA** DANGRIGA, BELIZE  
**DGE** MUDGE, NSW, AUSTRALIA  
**DGO** DURANGO, MEXICO  
**DGT** DUMAGUETE, PHILIPPINES  
**DHA** DHAHRAN, SAUDI ARABIA  
**DHD** DURHAM DOWNS, QLD, AUSTRALIA  
**DHN** DOTHAN, ALABAMA, USA  
**DIB** DIBRUGARH, INDIA  
**DIE** ANTSIRANANA, DEM. REP. MADAGASCAR  
**DIL** DILI, INDONESIA  
**DIO** LITTLE DIOMEDE ISLAND, ALASKA, USA  
**DIR** DIRE DAWA, ETHIOPIA  
**DIS** LOUBOMO, PEOP. REP. OF THE CONGO  
**DIY** DIYARBAKIR, TURKEY  
**DJB** JAMBI, INDONESIA  
**DJE** DJERBS, TUNISIA  
**DJG** DJANET, ALGERIA  
**DJJ** JAYAPURA, INDONESIA  
**DJK** DJAKARTA, INDONESIA, DJAKARTA AP  
**DJN** DELTA JUNCTION, ALASKA, USA  
**DKI** DUNK ISLAND, QLD, AUSTRALIA  
**DKR** DAKAR, SENEGAL  
**DLA** DOUALA, REP. OF CAMEROON  
**DLC** DALIAN, P. R. CHINA  
**DLF** DEL RIO, TX, LAUGHLIN AFB  
**DLG** DILLINGHAM, ALASKA, USA  
**DLH** DULUTH, MN/SUPERIOR, WI, USA  
**DLK** DULKANINNA, SA, AUSTRALIA

**DLN** DALAMAN, TURKEY  
**DLO** DOLONI, ALASKA, USA  
**DLS** THE DALLES, OR, MUNICIPAL AIRPORT  
**DLY** DILLONS BAY, VANUATU  
**DMA** TUCSON, AZ, DAVIS-MONTHAN AFB  
**DNB** DEHAMBUL, CIS  
**DND** DOONADGEE MISSION, QLD, AUSTRALIA  
**DNE** MOSCOW-DONODEDOVO, CIS  
**DMN** DEMING, NM, MUNICIPAL AIRPORT  
**DMU** DINAPUR, INDIA  
**DNA** OKINAWA, JAPAN, KADENA AFB  
**DND** DUNDEE, ANGUS, SCOTLAND UK  
**DNH** DUNHUANG, P. R. CHINA  
**DNM** DENHAM, WA, AUSTRALIA  
**DNQ** DENILIQUIN, NSW, AUSTRALIA  
**DNR** DINARD, FRANCE  
**DNV** DANVILLE, IL, VERMILION CTY AP  
**DNZ** DENIZI, TURKEY  
**DOD** DODOMA, TURKEY  
**DOF** DORA BAY, ALASKA, USA  
**DOG** DONGOLA, SUDAN  
**DOH** DOHA, QATAR  
**DOK** DONETSK, CIS  
**DOL** DEAUVILLE, FRANCE  
**DOM** DOMINICA, WEST INDIES  
**DOU** DOURADOS, MS, BRAZIL  
**DOV** DOVER, DL, DOVER AFB  
**DPG** DUGWAY PRG GND, UT, MICHAEL AAF  
**DPL** DIPOLOG, PHILIPPINES  
**DPO** DEVONPORT, TASMANIA, AUSTRALIA  
**DPS** DENPASAR BALI, INDONESIA  
**DRB** DERBY, WA, AUSTRALIA  
**DRG** DEERING, ALASKA, USA  
**DRO** DURANGO, COLORADO, USA  
**DRR** DURRIE, QLD, AUSTRALIA  
**DRS** DRESDEN, FED. REP. OF GERMANY  
**DRW** DARWIN, NT, AUSTRALIA  
**DSD** LA DESIRADE, GUADELOUPE  
**DSE** DESSIE, ETHIOPIA  
**DSK** DERA ISMAIL KHAN, PAKISTAN  
**DSM** DES MOINES, IOWA, USA  
**DTD** DATADAWAL, INDONESIA  
**DTE** DEET, PHILIPPINES  
**DTM** DORTMUND, FED. REP. OF GERMANY  
**DTT** DETROIT, MICHIGAN, USA  
**DTW** DETROIT, MICHIGAN-WAYNE CO, USA  
**DUB** DUBLIN, REPUBLIC OF IRELAND  
**DUD** DUNEDIN, NEW ZEALAND  
**DUE** DUNDO, ANGOLA  
**DUG** DOUGLAS, AZ, BISBEE-DOUGLAS INTL  
**DUJ** DUBOIS, PENNSYLVANIA, USA  
**DUM** DUMAI, INDONESIA

**DUR** DURBAN, SOUTH AFRICA  
**DUS** DUSSELDORF, FED. REP. OF GERMANY  
**DUT** DUTCH HARBOR, ALASKA, USA  
**DVL** DEVIL'S LAKE, NORTH DAKOTA, USA  
**DVO** DAVAO, PHILIPPINES  
**DWB** SOALALA, DEM. REP. MADAGASCAR  
**DXB** DUBAI, U. A. EMIRATES  
**DYA** DYSART, QLD, AUSTRALIA  
**DYB** ANADYR, ALASKA  
**DYR** ANADYR, CIS  
**DYS** ABILENE, TX, DYESS AFB  
**DYU** DUSHANBE, CIS  
**DZA** DZAOUDZI, COMOROS

**E**  
**EAA** EAGLE, ALASKA, USA  
**EAE** EMMAE, VANUATU  
**EAM** NEJLAN, SAUDI ARABIA  
**EAR** KEARNEY, NEBRASKA, USA  
**EAS** SAN SEBASTIAN, SPAIN  
**EAT** WENATCHEE, WASHINGTON, USA  
**EAU** EAU CLAIRE, WISCONSIN, USA  
**EBB** ENTEBBE/KAMPALA, UGANDA  
**EBD** EL OBEID, SUDAN  
**EBG** EL BAGRE, COLOMBIA  
**EBJ** ESBJERG, DENMARK  
**EBU** ST. ETIENNE, FRANCE  
**ECG** ELIZABETH CITY, NC, ELIZ CITY CGAS  
**ECN** ERCAN, CYPRUS  
**EDA** EDNA BAY, ALASKA, USA  
**EDB** ELDEBBA, SUDAN  
**EDF** ANCHORAGE, AK, ELMENDORF AFB  
**EDI** EDINBURGH, SCOTLAND UK  
**EDL** ELDORET, KENYA  
**EDR** EDWARD RIVER, QLD, AUSTRALIA  
**EDW** EDWARDS, CA, EDWARDS AFB  
**EED** NEEDLES, CA  
**EEK** EEK, ALASKA, USA  
**EEN** KEENE, NH, DILLANT-HOPKINS AP  
**EFD** HOUSTON, TEXAS-ELLINGTON, USA  
**EFL** KETALONIA, GREECE  
**EGE** VAIL/EAGLE, COLORADO, USA  
**EGI** VALPARISO, FL, ELGIN AF AUX AP  
**EGM** SEGE, SOLOMON ISLANDS  
**EGN** EL GENEINA, SUDAN  
**EGS** EGASSTADIR, ICELAND  
**EGV** EAGLE RIVER, WISCONSIN, USA  
**EGX** EGEGIK, ALASKA, USA  
**EHC** ERHAC, TURKEY  
**EHL** EL BOLSON, RN, ARGENTINA  
**EHM** CAPE NEWENHAM, ALASKA, USA  
**EHT** EAST HARTFORD, CT, RENTSCHLER AP

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<b>EIA</b>	<b>EIA, PAPUA NEW GUINEA</b>	<b>ESC</b>	<b>ESCANABA, MICHIGAN, USA</b>
<b>EIL</b>	<b>FAIRBANKS, AK, EIELSON AFB</b>	<b>ESD</b>	<b>EASTSOUND, WASHINGTON, USA</b>
<b>EIN</b>	<b>EINDHOVEN, NETHERLANDS</b>	<b>ESF</b>	<b>ALEXANDRIA, LOUISIANA, USA</b>
<b>EIS</b>	<b>TORTOLA, BRIT. VIRGIN IS.</b>	<b>ESK</b>	<b>ESKISEHIR, TURKEY</b>
<b>EJA</b>	<b>BARRANCABERMEJA, COLOMBIA</b>	<b>ESM</b>	<b>ESMERALDAS, ECUADOR</b>
<b>EJH</b>	<b>WEDJH, SAUDI ARABIA</b>	<b>ESR</b>	<b>EL SALVADOR, CHILE</b>
<b>EKN</b>	<b>ELKINS, WEST VIRGINIA, USA</b>	<b>ETD</b>	<b>ETADUNNA, SA, AUSTRALIA</b>
<b>EKO</b>	<b>ELKO, NEVADA, USA</b>	<b>ETH</b>	<b>ELAT, ISRAEL</b>
<b>ELB</b>	<b>EL BANCO, COLOMBIA</b>	<b>ETZ</b>	<b>MATZ-NANCY, FRANCE</b>
<b>ELC</b>	<b>ELCHO ISLAND, NT, AUSTRALIA</b>	<b>EUG</b>	<b>EUGENE, OREGON, USA</b>
<b>ELD</b>	<b>EL DORADO, ARKANSAS, USA</b>	<b>EUN</b>	<b>LAAYOUNE, MOROCCO</b>
<b>ELF</b>	<b>EL FASHER, SUDAN</b>	<b>EUX</b>	<b>ST. EUSTABUS, NETH. ANTILLES</b>
<b>ELG</b>	<b>EL GOLES, ALGERIA</b>	<b>EVE</b>	<b>EVENES, NORWAY</b>
<b>ELH</b>	<b>NORTH ELEUTHERA, BAHAMAS</b>	<b>EVG</b>	<b>SVEG, SWEDEN</b>
<b>ELI</b>	<b>ELIM, ALASKA, USA</b>	<b>EVN</b>	<b>YEREVAN, CIS</b>
<b>ELJ</b>	<b>EL RECREO, COLOMBIA</b>	<b>EVV</b>	<b>EVANSVILLE, INDIANA, USA</b>
<b>ELL</b>	<b>ELISRAS, SOUTH AFRICA</b>	<b>EVX</b>	<b>EVREUX, FRANCE</b>
<b>ELM</b>	<b>ELMIRA, NEW YORK, USA</b>	<b>EWB</b>	<b>NEW BEDFORD, MASSACHUSETTS, USA</b>
<b>ELN</b>	<b>ELLENSBURG, WA, BOWER FIELD</b>	<b>EWI</b>	<b>ENAROTALI, INDONESIA</b>
<b>ELP</b>	<b>EL PASO, TEXAS, USA</b>	<b>EWN</b>	<b>NEW BERN, NORTH CAROLINA, USA</b>
<b>ELQ</b>	<b>QASSIM, SAUDI ARABIA</b>	<b>EWQ</b>	<b>EWQ, PEOP. REP. OF THE CONGO</b>
<b>ELS</b>	<b>EAST LONDON, SOUTH AFRICA</b>	<b>EWR</b>	<b>NEW YORK, NEW YORK-NEWARK INT, USA</b>
<b>ELT</b>	<b>TOUR SINAH CITY, ARAB REP. OF EGYPT</b>	<b>EWY</b>	<b>NEWBURY, UNITED KINGDOM</b>
<b>ELU</b>	<b>EL OEUD, ALGERIA</b>	<b>EXI</b>	<b>EXCURSION INLET, ALASKA, USA</b>
<b>ELV</b>	<b>ELFIN COVE, ALASKA, USA</b>	<b>EXT</b>	<b>EXETER, ENGLAND UK</b>
<b>ELY</b>	<b>ELY, NEVADA, USA</b>	<b>EYW</b>	<b>KEY WEST, FLORIDA, USA</b>
<b>EMA</b>	<b>EAST MIDLANDS, ENGLAND UK</b>	<b>EZE</b>	<b>BUENOS AIRES, BA-PISTARINI, ARG.</b>
<b>EMD</b>	<b>EMERALD, QLD, AUSTRALIA</b>		
<b>EME</b>	<b>EMDEN, FED. REP. OF GERMANY</b>	<b>F</b>	
<b>EMK</b>	<b>EMMONSK, ALASKA, USA</b>	<b>FAE</b>	<b>FAROE ISLANDS, DENMARK</b>
<b>EMN</b>	<b>MENA, MAURITANIA</b>	<b>FAF</b>	<b>FORT EUSTIS, VA, FELKER AAF</b>
<b>EMO</b>	<b>EMO, PAPUA NEW GUINEA</b>	<b>FAI</b>	<b>FAIRBANKS, ALASKA, USA</b>
<b>EMS</b>	<b>EMBESSA, PAPUA NEW GUINEA</b>	<b>FAJ</b>	<b>FAJARDO, PUERTO RICO</b>
<b>EMX</b>	<b>EL MARTEN, CB, ARGENTINA</b>	<b>FAO</b>	<b>FARO, PORTUGAL</b>
<b>ENA</b>	<b>KENSI, ALASKA, USA</b>	<b>FAR</b>	<b>FARGO, NORTH DAKOTA, USA</b>
<b>END</b>	<b>ENID, OK, VANCE AFB</b>	<b>FAT</b>	<b>FRESNO, CALIFORNIA, USA</b>
<b>ENE</b>	<b>ENDE, INDONESIA</b>	<b>FAV</b>	<b>FAKARAVA, FRENCH POLYNESIA</b>
<b>ENF</b>	<b>ENONTEKIO, FINLAND</b>	<b>FAY</b>	<b>FAYETTEVILLE, NORTH CAROLINA, USA</b>
<b>ENS</b>	<b>ENSCHADE, NETHERLANDS</b>	<b>FBM</b>	<b>LUBUMBASHI, ZAIRE</b>
<b>ENT</b>	<b>ENIWETOK, MARSHALL ISLANDS</b>	<b>FBU</b>	<b>OSLO-FORNEBU, NORWAY</b>
<b>ENU</b>	<b>ENUGU, NIGERIA</b>	<b>FCA</b>	<b>KALISPELL/GLACIER NAT'L PK, MT, USA</b>
<b>ENY</b>	<b>YANJAN, P. R. CHINA</b>	<b>FCO</b>	<b>ROME-DA VINCI, ITALY</b>
<b>EPH</b>	<b>EPHRATA, WA, MUNICIPAL AIRPORT</b>	<b>FCT</b>	<b>YAKIMA, WA, YAKIMA FIRING CTR AAF</b>
<b>EPR</b>	<b>ESPERANCE, WA, AUSTRALIA</b>	<b>FDE</b>	<b>FORDE, NORWAY</b>
<b>EQS</b>	<b>ESQUEL, CB, ARGENTINA</b>	<b>FDF</b>	<b>FORT DE FRANCE, MARTINIQUE</b>
<b>ERF</b>	<b>ERFON, FED. REP. OF GERMANY</b>	<b>FDH</b>	<b>FRIEDRICHSHALEN, FED. REP. GERMANY</b>
<b>ERH</b>	<b>ERRACHIDIA, MOROCCO</b>	<b>FDU</b>	<b>BANDUNDU, ZAIRE</b>
<b>ERI</b>	<b>ERIE, PENNSYLVANIA, USA</b>	<b>FDY</b>	<b>FINDLAY, OH</b>
<b>ERS</b>	<b>WINDHOEK-EROS, NAMIBIA</b>	<b>FEG</b>	<b>FERGANA, CIS</b>
<b>ERZ</b>	<b>ERZURUM, TURKEY</b>	<b>FEN</b>	<b>FERNANDO DE NORONNA, FN, BRAZIL</b>
<b>ESA</b>	<b>ESAPALA, PAPUA NEW GUINEA</b>	<b>FEW</b>	<b>CHEYENNE, WY, F.E. WARREN AFB</b>
<b>ESB</b>	<b>ANKARA-ESENBAGA, TURKEY</b>	<b>FEZ</b>	<b>FEZ, MOROCCO</b>



FFD FAIRFORD, UNITED KINGDOM  
FFO DAYTON, OH, WRIGHT-PATTERSON AFB  
FGI APLA-FAGALI I, WESTERN SAMOA  
FGU FANGATSU, FRENCH POLYNESIA  
FHU FORT HUACHUCA/SR. VISTA, AZ, USA  
FHZ FAKAHIMA, FRENCH POLYNESIA  
FID FISHERS ISLAND, NEW YORK, USA  
FIH KINSHASA, ZAIRE  
FIN FINSCHHAFEN, PAPUA NEW GUINEA  
FJR AL-FUJARISH, U.A. EMIRATES  
FKH FAKENHAM, UNITED KINGDOM  
FKI KISSANGANI, ZAIRE  
FKL FRANKLIN, PENNSYLVANIA, USA  
FKO FAK-FAK, INDONESIA  
FLA FLORENCIA, COLOMBIA  
FLG FLAGSTAFF, ARIZONA, USA  
FLL FORT LAUDERDALE, FLORIDA, USA  
FLN FLORIANOPOLIS, SC, BRAZIL  
FLO FLORENCE, SOUTH CAROLINA, USA  
FLR FLORENCE, ITALY  
FLS FLINDERS IS, TASMANIA, AUSTRALIA  
FLT FLAT, ALASKA, USA  
FLV FORT LEAVENWORTH, KS, SHERMAN AFB  
FLW SANTA CRUZ, FLORES, PORT, (AZORES)  
FMA FORMOSA, FO, ARGENTINA  
FMG FLAMINGO, COSTA RICA  
FMH FALMOUTH, MA, OTIS ANGB  
FMI KALEMIC, ZAIRE  
FMN FARMINGTON, NEW MEXICO, USA  
FMO MUENSTER, FED. REP. OF GERMANY  
FMY FORT MYERS, FLORIDA, USA  
FNA FREETOWN, SIERRA LEONE  
FNC FUNCHAL, PORTUGAL (MADEIRA)  
FNI NIMES, FRANCE  
FNJ PYONGYANG, DEM. PEOP'S REP. KOREA  
FNL FORT COLLINS/LOVELAND, COLORADO, USA  
FNT FLINT, MICHIGAN, USA  
FOC FUZHOU, P. R. CHINA  
FOD FORT DODGE, IOWA, USA  
FOE TOPEKA, KANSAS-FORBES, USA  
FOK WESTHAMPTON, NY, SUFFOLK CTY AP  
FOO NUMFOOR, INDONESIA  
FOR FORTALEZA, CE, BRAZIL  
FOU FOUGAMOU, GABON  
FPO FREEPORT, BAHAMAS  
FRA FRANKFORT, FED. REP. OF GERMANY  
FRB FORBES, NSW, AUSTRALIA  
FRC FRANCA, SP, BRAZIL  
FRD FRIDAY HARBOR, WASHINGTON, USA  
FRE FERA ISLAND, SOLOMON ISLANDS  
FRF FRANKFORT, GERMANY, RHEIN-MAIN AFB

FRG LONG ISLAND REPUBLIC, NEW YORK, USA  
FRM FAIRMONT, MINNESOTA, USA  
FRO FLORO, NORWAY  
FRP FRESH WATER BAY, ALASKA, USA  
FRS FLORES, GUATEMALA  
FRU BISHKEK, CIS  
FRW FRANCISTOWN, BOTSWANA  
FSC FIGARRI, CORSICA, FRANCE  
FSD SIOUX FALLS, SOUTH DAKOTA, USA  
FSI FORT SILL, OK, HENRY POST AAF  
FSM FT. SMITH, ARKANSAS, USA  
FSP ST. PIERRE, ST. PIERRE & MIQUELON  
FTA FUTUNA ISLAND, VANUATU  
FTK FORT KNOX, KY. GODMAN AAF  
FTU FT. DAUPHIN, DEM. REP. MADAGASCAR  
FTW FORT WORTH, TX, MEACHAM AIRPORT  
FTX OWANDO, PEOP. REP. OF THE CONGO  
FUE FUERTAVENTURA, CANARY ISLANDS  
FUG FUYANG, P. R. CHINA  
FUJ FUJAIRAH, UNITED ARAB EMIRATES  
FUK FUKUOKA, JAPAN  
FUN FUNATUTU ATOL, TUVALU  
FUT FUTUNA, WALLIS & FUTUNA ISLAND  
FWA FORT WAYNE, INDIANA, USA  
FWH FORT WORTH, TX, CARSWELL AFB  
FYN FUYUN, P. R. CHINA  
FYU FORT YUKON, ALASKA, USA  
FYV FAYETTEVILLE, ARKANSAS, USA

G  
GAD GADSDEN, ALABAMA, USA  
GAG GAGE, OK, GAGE-SHATTUCK AIRPORT  
GAJ YAMAGATA, HONSHU, JAPAN  
GAL GALENA, ALASKA, USA  
GAM GAMBELL, ALASKA, USA  
GAO GUANTANAMO, CUBA  
GAQ GAO, MALI  
GAS GARLSSA, KENYA  
GAU GAUHATI, INDIA  
GAX GAMBA, GABON  
GAY GAYA, INDIA  
GBD GREAT BEND, KANSAS, USA  
GBE GABARONE, BOTSWANA  
GBG GALESBURG, ILLINOIS, USA  
GBI GRAND BAHAMA, BAHAMAS  
GBJ MARIE GALANTE, FRENCH ANTILLES  
GBN GILA BEND, AZ, GILA BEND AF AUX AP  
GBZ GREAT BARRIER ISLAND, NEW ZEALAND  
GCA GUACAMAYAS, COLOMBIA  
GCC GILLETTE, WYOMING, USA  
GCI GUERNSEY, CHANNEL IS. UK  
GCK GARDEN CITY, KANSAS, USA

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GCM	GRAND CAYMAN, WEST INDIES	GLV	GOLOVIN, ALASKA, USA
GCN	GRAND CANYON, ARIZONA, USA	GLX	GALEIA, INDONESIA
GDE	GODE, ETHIOPIA	GMA	GEMENA, ZAIRE
GDL	GUADALAJARA, MEXICO	GMB	GAMBEIA, ETHIOPIA
GDN	GDANSK, POLAND	GME	GOMEL, CIS
GDO	GONDAR, ETHIOPIA	GMR	GAMBIER IS, FRENCH POLYNESIA
GDT	GRAND TURK, TURKS & CAICOA IS	GNB	GRENOBLE, FRANCE
GDV	GLENDIVE, MONTANA, USA	GND	GRENADA, WINDWARD ISLANDS
GDX	MAGADAN, CIS	GNE	GHEENT, BELGIUM
GEA	NPURMEA-MAGENTA, NEW CALEDONIA	GNI	GREEN ISLAND, TAIWAN
GEG	SPOKANE, WASHINGTON, USA	GNM	GUANAMBI, BA, BRAZIL
GEL	SANTO ANGELO, RS, BRAZIL	GNR	GENERAL ROCA, RN, ARGENTINA
GEN	OSLO-GARDERMOEN, NORWAY	GNU	GOODNEWS BAY, ALASKA, USA
GEO	GEORGETOWN, GUYANA	GNV	GAINESVILLE, FLORIDA, USA
GER	NUEVA GERONA, CUBA	GNZ	GHANZI, BOTSWANA
GES	GENERAL SANTOS, PHILIPPINES	GOA	GENOA, ITALY
GET	GERALDTON, WA, AUSTRALIA	GOB	GOBA, ETHIOPIA
GEV	GALLIVARE, SWEDEN	GOC	GORA, PAPUA NEW GUINEA
GEW	GEWOYS, PAPUA NEW GUINEA	GOH	NYUK, GREENLAND
GFA	GREAT FALLS, MT, MALMSTROM AFB	GOI	GOA, INDIA
GFF	GRIFFITH, NSW, AUSTRALIA	GOJ	NIZHNIY NOVGOROD, CIS
GFK	GRAND FORKS, NORTH DAKOTA, USA	GOM	GOMA, ZAIRE
GFL	GLEN FALLS, NEW YORK, USA	GON	NEW LONDON/GROTON, CONNECTICUT, USA
GFN	GRAFTON, NSW, AUSTRALIA	GOP	GORAKHPUR, INDIA
GGG	LONGVIEW, TEXAS, USA	GOR	GORE, ETHIOPIA
GGS	GOBERNADOR GREGORES, SC, ARGENTINA	GOT	GOTHENBURG, SWEDEN
GGT	GEORGE TOWN, BAHAMAS	GOU	GAROUA, REPUBLIC OF CAMEROON
GGW	GLASGOW, MONTANA, USA	GOV	GOVE, NT, AUSTRALIA
GHA	GHARDALA, ALGERIA	GPI	GUAPI, COLOMBIA
GHB	GOVERNORS HARBOUR, BAHAMAS	GPN	GARDEN POINT, NT, AUSTRALIA
GHC	GREAT HARBOUR CAY, BAHAMAS	GPS	GALAPAGOS ISLANDS, ECUADOR
GHT	GHAT, LIBYAN A. JAMAHIRYA	GPT	GULFPORT/BILOXI, MISSISSIPPI, USA
GIB	GIBRALTAR, GIBRALTAR	GPZ	GRAND RAPIDS, MINNESOTA, USA
GIC	BOIGU ISLAND, QLD, AUSTRALIA	GRB	GREEN BAY, WISCONSIN, USA
GIG	RIO DE JANEIRO, RJ-INTL, BRAZIL	GRE	GREENVILLE, IL
GIL	GILGIT, PAKISTAN	GRF	TACOMA, WA, GRAY AAF
GIS	GISBORNE, NEW ZEALAND	GRI	GRAND ISLAND, NEBRASKA, USA
GIZ	GIZAN, SAUDI ARABIA	GRJ	GEORGE, SOUTH AFRICA
GJA	GUANAJA ISLAND, HONDURAS	GRK	FORT HOOD, TX, ROBERT GRAY AAF
GJL	JIJEL, ALGERIA	GRP	GURUPI, TO, BRAZIL
GJT	GRAND JUNCTION, COLORADO, USA	GRR	GRAND RAPIDS, MICHIGAN, USA
GKA	GOROKA, PAPUA NEW GUINEA	GRU	SAO PAULO, SP-GUARULHOS, BRAZIL
GKC	GARDEN CITY, KS	GRV	GROZNYJ, CIS
GKL	GREAT KEPPEL ISLAND, QLD, AUSTRALIA	GRW	GRACIOSA ISLAND, PORTUGAL (AZORES)
GLA	GLASGOW, SCOTLAND UK	GRX	GRANADA, SPAIN
GLD	GOODLAND, KANSAS, USA	GRZ	GRAZ, AUSTRIA
GLF	GOLIFITO, COSTA RICA	GSA	LONG PASIA, SABAH, MALAYSIA
GLG	GLENGYLE, QLD, AUSTRALIA	GSB	GOLDSBORO, NC, SEYMOUR-JOHNSON AFB
GLH	GREENVILLE, MISSISSIPPI, USA	GSE	GOTHENBURG-SAEVE, SWEDEN
GLI	GLEN INNES, NSW, AUSTRALIA	GSN	SAIPAN, MARIANA ISLANDS, INTL AP
GLS	GALVISTON, TX, SCHOLES FIELD	GSO	GREENSBORO/H.PT/WIN-SALEM, NC, USA
GLT	GLADSTONE, QLD, AUSTRALIA	GSP	GREENVILLE-SPARTENBURG, SC, USA

**GST GUSTAVUS, ALASKA, USA**  
**GTB FORT DRUM, NY, WHEELER-SACK AAF**  
**GTE GROOLE ISLAND, NT, AUSTRALIA**  
**GTF GREAT FALLS, MONTANA, USA**  
**GTO GORONTALO, INDONESIA**  
**GTR COLUMBUS/STRKVIE/W PT, MS-GOLDEN, USA**  
**GUA GUATEMALA CITY, GUATEMALA**  
**GUC GUNNISON, COLORADO, USA**  
**GUD GOUNDHAM, MALI**  
**GUH GUNNEDAH, NSW, AUSTRALIA**  
**GUM GUAM, GUAM**  
**GUP GALLUP, NEW MEXICO, USA**  
**GUR ALOTAU, PAPUA NEW GUINEA**  
**GUS PERU, IN, GRISSOM AFB**  
**GUV MOUGULU, PAPUA NEW GUINEA**  
**GUX GURYEV, CIS**  
**GVA GUNA, INDIA**  
**GVE GENEVA, SWITZERLAND**  
**GVR GOVEMADOR, VALADARES, MG, BRAZIL**  
**GVT GREENVILLE, TX, MAJORS AIRPORT**  
**GVW KANSAS CITY, MO, RICHARDS-GEBAUR AB**  
**GVX GAVIA, SWEDEN**  
**GWD GWADAR, PAKISTAN**  
**GWE GWERU, ZIMBABWA**  
**GWY GALWAY, REPUBLIC OF IRELAND**  
**GXF SEIYUN, YEMEN, REPUBLIC OF**  
**GXQ COYHAIQUE, CHILE**  
**GYA GUAYARGMERIN, BOLIVIA**  
**GYE GUAYAQUIL, ECUADOR**  
**GYI GISENYI, RWANDA**  
**GYM GUAYMAS, MEXICO**  
**GYN GOLANIA, GO, BRAZIL**  
**GYG GARY, INDIANA, USA**  
**GZO GIZO, SOLOMAN ISLANDS**  
**GZT GAZIANTEP, TURKEY**

**H**  
**HAA HASVIK, NORWAY**  
**HAD HALMSTAD, SWEDEN**  
**HAE HAVASUPI, ARIZONA, USA**  
**HAF HALF MOON BAY, CA**  
**HAH MORONI-HAHAYA, COMOROS**  
**HAI HANOVER, FED. REP. OF GERMANY**  
**HAK HEIKOU, P. R. CHINA**  
**HAM HAMBURG, FED. REP. OF GERMANY**  
**HAN HANOI, SOC. REP. OF VIET NAM**  
**HAP KONTIKI RET WHITSUNDAY, QLD, AUSTRALIA**  
**HAR HARRISBURG, PENNSYLVANIA, USA**  
**HAS HALI, SAUDI ARABIA**  
**HAU HAUGESUND, NORWAY**  
**HAV HAVANA, CUBA**

**HBA HOBART, TASMANIA, AUSTRALIA**  
**HBG HATTIESBURG, MS, B.L. CHAIN AP**  
**HBH HOBART BAY, ALASKA**  
**HBT HAFR ALBAHN, SAUDI ARABIA**  
**HCA BIG SPRING, TX, HOWARD CTY AP**  
**HCR HOLY CROSS, ALASKA, USA**  
**HDB HEIDELBERG, FED. REP. OF GERMANY**  
**HDD HYDERABAD, PAKISTAN**  
**HDY HAT YAI, THAILAND**  
**HEH HEHO, MYANMAR**  
**HEI HEIDE/BUESUM, FED.**  
**HEK HEIHE, P. R. CHINA**  
**HEL HELSINKI, FINLAND**  
**HER HERAKLION, GREECE**  
**HET HOHHOT, P. R. CHINA**  
**HEZ NATCHEZ, MS, HARDY-ANDERS FIELD**  
**HFA HAIFA, ISRAEL**  
**HFD HARTFORD, CONNECTICUT, USA**  
**HFE HEFEI, P. R. CHINA**  
**FFF CAMP MACKALL, NC, MACKALL AAF**  
**FFN HOFN, ICELAND**  
**HFT HAMMERFEST, NORWAY**  
**HGD HUGHENDEN, QLD, AUSTRALIA**  
**HGH HANGZHOU, P. R. CHINA**  
**HGL HELGOLAND, FED. REP. OF GERMANY**  
**HGN MAE HONG SON, THAILAND**  
**HGO KOHOGO, COTE D'IVOIRE**  
**HGR HAGERSTOWN, MARYLAND, USA**  
**HGU MT. HAGEN, PAPUA NEW GUINEA**  
**HHH HILTON HEAD ISLAND, SC, USA**  
**HHN HAHN, GERMANY, HAHN AB**  
**HIB HIBBING, MINNESOTA, USA**  
**HIF OGDEN, UT, HILL AFB**  
**HII LAKE HAVASU CITY, ARIZONA, USA**  
**HIJ HIROSHIMA, JAPAN**  
**HIK HONOLULU, HI, HICKAM AFB**  
**HIN CHINJU, REPUBLIC OF KOREA**  
**HIR HONIARA, GUADALCANAL, SOLOMON IS.**  
**HIS HAYMAN ISLAND, QLD, AUSTRALIA**  
**HJR KHAJUF SHO, INDIA**  
**HKD HAKODATE, JAPAN**  
**HKG HONG KONG, HONG KONG**  
**HKK HOKUTIKA, NEW ZEALAND**  
**HKN HOSKINS, PAPUA NEW GUINEA**  
**HKT PHUKET, THAILAND**  
**HKY HICKORY, NORTH CAROLINA, USA**  
**HLA LANSERIA, SOUTH AFRICA**  
**HLD HAILAR, P. R. CHINA**  
**HLF HULLSFRED, SWEDEN**  
**HLG WHEELING, WV, OHIO COUNTY AIRPORT**  
**HLH ULANHOL, P. R. CHINA**  
**HLN HELENA, MONTANA, USA**

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<b>HLP</b>	<b>JAKARTA-HALIM, INDONESIA</b>	<b>HTN</b>	<b>HOTAN, P. R. CHINA</b>
<b>HLV</b>	<b>SUWON, KOREA, SUWON AB</b>	<b>HTO</b>	<b>EAST HAMPTON, NEW YORK, USA</b>
<b>HLZ</b>	<b>HAMILTON, NEW ZEALAND</b>	<b>HTR</b>	<b>HATARUMA, JAPAN</b>
<b>HMA</b>	<b>MALMO-CITY HVC, SWEDEN</b>	<b>HTS</b>	<b>HUNTINGTON, WEST VIRGINIA, USA</b>
<b>HME</b>	<b>HASSI MESSADUD, ALGERIA</b>	<b>HUA</b>	<b>HUNTSVILLE, AL, REDSTONE AAF</b>
<b>HMN</b>	<b>ALAMOGORDO, NM, HOLLOWMAN AFB</b>	<b>HUF</b>	<b>TERRE HAUTE, INDIANA, USA</b>
<b>HMO</b>	<b>HERMOSILLO, MEXICO</b>	<b>HUH</b>	<b>HUSHINE ISLAND, FRENCH POLYNESIA</b>
<b>HMS</b>	<b>HOMESHORE, ALASKA, USA</b>	<b>HUL</b>	<b>HOULTON, ME, INTL AIRPORT</b>
<b>HNA</b>	<b>MORIOKA, JAPAN</b>	<b>HUN</b>	<b>HUALIEN, TAIWAN</b>
<b>HND</b>	<b>TOKYO-HANEDA, JAPAN</b>	<b>HUQ</b>	<b>HOUN, LIBYAN A. JAMASHINYA</b>
<b>HNH</b>	<b>HOONAH, ALASKA, USA</b>	<b>HUS</b>	<b>HUGHES, ALASKA, USA</b>
<b>HNL</b>	<b>HONOLULU, HAWAII, USA</b>	<b>HUV</b>	<b>HUDIKSVALL, SWEDEN</b>
<b>HNM</b>	<b>HANA, MAUI, HAWAII, USA</b>	<b>HUX</b>	<b>HUATALCO, MEXICO</b>
<b>HNS</b>	<b>HAINES, ALASKA, USA</b>	<b>HUY</b>	<b>HUMBERSIDE, ENGLAND, UK</b>
<b>HNH</b>	<b>HANGYANG, P. R. CHINA</b>	<b>HVB</b>	<b>HERVEY BAY, QLD, AUSTRALIA</b>
<b>HOB</b>	<b>HOBBS, NEW MEXICO, USA</b>	<b>HVG</b>	<b>HONNINGSVEG, NORWAY</b>
<b>HOD</b>	<b>HODEIDAH, YEMEN, REPUBLIC OF</b>	<b>HVN</b>	<b>NEW HAVEN, CONNECTICUT, USA</b>
<b>HOE</b>	<b>HOUELSAY, LAOS</b>	<b>HVR</b>	<b>HAVRE, MONTANA, USA</b>
<b>HOF</b>	<b>HOFUL, SAUDI ARABIA</b>	<b>HWD</b>	<b>HAYWARD, CA, AIR TERMINAL</b>
<b>HOG</b>	<b>HOLGUIN, CUBA</b>	<b>HWN</b>	<b>HWANGE NATIONAL PARK, ZIMBABWE</b>
<b>HOI</b>	<b>HAO ISLAND, FRENCH POLYNESIA</b>	<b>HXX</b>	<b>HAY, NSW, AUSTRALIA</b>
<b>HOK</b>	<b>HOOKEE CREEK, NT, AUSTRALIA</b>	<b>HYA</b>	<b>HYANNIS, MASSACHUSETTS, USA</b>
<b>HOM</b>	<b>HOMER, ALASKA, USA</b>	<b>HYD</b>	<b>HYDERBRAD, INDIA</b>
<b>HON</b>	<b>HURON, SOUTH DAKOTA, USA</b>	<b>HYG</b>	<b>HYDABURG, ALASKA, USA</b>
<b>HOP</b>	<b>FORT CAMPBELL, KY, CAMPBELL AAF</b>	<b>HYL</b>	<b>HOLLIS, ALASKA, USA</b>
<b>HOQ</b>	<b>HOF, FED. REP. OF GERMANY</b>	<b>HYN</b>	<b>HUANGYAN, P. R. CHINA</b>
<b>HOR</b>	<b>HORTA, FAIAL IS., PORTUGAL (AZORES)</b>	<b>HYS</b>	<b>HAYS, KANSAS, USA</b>
<b>HOT</b>	<b>HOT SPRINGS, ARKANSAS, USA</b>	<b>HZG</b>	<b>HANZHONG, P. R. CHINA</b>
<b>HOU</b>	<b>HOUSTON, TEXAS, USA</b>	<b>HZK</b>	<b>HUSAVIK, ICELAND</b>
<b>HOV</b>	<b>ORSTA/VOLDA, NORWAY</b>		
<b>HOW</b>	<b>FORT KOBBE, PANAMA, HOWARD AFB</b>	<b>I</b>	
<b>HPB</b>	<b>HOOPER BAY, ALASKA, USA</b>	<b>IAA</b>	<b>IGARKA, CIS</b>
<b>HPE</b>	<b>HOPE VALE, QLD, AUSTRALIA</b>	<b>IAB</b>	<b>WICHITA, KS, MC CONNELL AFB</b>
<b>HPN</b>	<b>WESTCHESTER COUNTY, NEW YORK, USA</b>	<b>IAD</b>	<b>WASHINGTON, DC-DULLES, USA</b>
<b>HPV</b>	<b>PRINCEVILLE, KAUAI, HAWAII, USA</b>	<b>IAG</b>	<b>NIAGARA FALLS, NEW YORK, USA</b>
<b>HQM</b>	<b>HOQUIAM, WA, BOWERMAN AIRPORT</b>	<b>IAH</b>	<b>HOUSTON, TEXAS-INTERCONT. USA</b>
<b>HRB</b>	<b>HARBIN, MANCHURIA, P. R. CHINA</b>	<b>IAM</b>	<b>IN AMENAS, ALGERIA</b>
<b>HRE</b>	<b>HARARE, ZIMBABWE</b>	<b>IAN</b>	<b>KIANA, ALASKA, USA</b>
<b>HRG</b>	<b>HURGHADA, ARAB. REP. OF EGYPT</b>	<b>IAS</b>	<b>IASI, ROMANIA</b>
<b>HRK</b>	<b>KHARKOV, CIS</b>	<b>IBE</b>	<b>IBAGUE, COLOMBIA</b>
<b>HRL</b>	<b>HARLINGEN, TEXAS, USA</b>	<b>IBZ</b>	<b>IBIZA, SPAIN</b>
<b>HRO</b>	<b>HARRISON, ARKANSAS, USA</b>	<b>ICI</b>	<b>CICIA, FIJI</b>
<b>HRT</b>	<b>MARY ESTHER, FL, HURLBURT FIELD</b>	<b>ICK</b>	<b>NIEUW NICKERIE, REP. OF SURINAME</b>
<b>HSa</b>	<b>SHAIKH ISA, SAUDI ARABIA</b>	<b>ICO</b>	<b>NICOSA, CYPRUS</b>
<b>HSB</b>	<b>LAS VEGAS, NEVADA-HENDERSON, USA</b>	<b>ICT</b>	<b>WICHITA, KANSAS, USA</b>
<b>HSI</b>	<b>HASTINGS, NEBRASKA, USA</b>	<b>IDA</b>	<b>IDAHO FALLS, IDAHO, USA</b>
<b>HSL</b>	<b>HUSLIA, ALASKA, USA</b>	<b>IDN</b>	<b>INDAGEN, PAPUA NEW GUINEA</b>
<b>HSP</b>	<b>HOT SPRINGS, VIRGINIA, USA</b>	<b>IDR</b>	<b>INDORE, INDIA</b>
<b>HST</b>	<b>HOMESTEAD, FL, HOMESTEAD AFB</b>	<b>IEV</b>	<b>KIEV, CIS</b>
<b>HSV</b>	<b>HUNTSVILLE/DECATUR, ALABAMA, USA</b>	<b>IFJ</b>	<b>ISAFJORDUR, ICELAND</b>
<b>HTA</b>	<b>CHITA, CIS</b>	<b>IFN</b>	<b>ISFAHAN, IRAN, ISLAMIC REP. OF</b>
<b>HTI</b>	<b>HAMILTON ISLAND, QLD, AUSTRALIA</b>	<b>IFO</b>	<b>IVANO-FRANKOVAK, CIS</b>

IGA	INAGUA, BAHAMAS	IPC	EASTER ISLAND, PACIFIC OCEAN
IGG	IGUIGIG, ALASKA, USA	IPG	IPIRANGA, AM, BRAZIL
IGL	IZMIR, TURKEY, CIGLI MILITARY AP	IPH	IPON, MALAYSIA
IGM	KINGMAN, ARIZONA, USA	IPI	IPLALES, COLOMBIA
IGN	RIGAN, PHILIPPINES	IPL	EL CENTRO/IMPERIAL, CA, USA
IGO	CHIGORODO, COLOMBIA	IPN	IPATINGA, MG, BRAZIL
IGR	IGUATZU, MI, ARGENTINA	IPT	WILLIAMSPORT, PENNSYLVANIA, USA
IGU	IGUASSU FALLS, PR, BRAZIL	IQM	QLEMO, P. R. CHINA
IHN	OISHN, YEMEN, REPUBLIC OF	IQN	QINGYANG, P. R. CHINA
IHU	IHU, PAPUA NEW GUINEA	IQQ	IQUIQUE, CHILE
IIA	INISHMAAN, REPUBLIC OF IRELAND	IQT	IQUITOS, PERU
IJK	IZHEVSK, CIS	IRA	KIRAKIRA, SOLOMON ISLAND
IKO	NEKOISKI, ALASKA, USA	IRC	CIRCLE, ALASKA, USA
IKS	TAKSI, CIS	IRG	LOCKHART RIVERS, QLD, AUSTRALIA
IKT	IRKUTSK, CIS	IRJ	LA RIOJA, LR, ARGENTINA
ILA	ILAGA, INDONESIA	IRK	KIRKSVILLE, MISSOURI, USA
ILE	KILLEEN, TEXAS, USA	IRP	IAIRO, ZAIRE
ILG	PHILA.PA/WILM'TON, DE-GRT WILM, USA	ISA	MOUNT ISA, QLD, AUSTRALIA
ILI	ILAMNA, ALASKA, USA	ISB	ISLAMABAD/RAWALPINDI, PAKISTAN
ILM	WILMINGTON, NORTH CAROLINA, USA	ISC	ISLES OF SICILY, UK
ILO	ILOLIO, PHILIPPINES	ISG	ISHIGAKI, JAPAN
ILP	ILE DES PINS, NEW CALEDONIA	ISN	WILLISTON, NORTH DAKOTA, USA
ILY	ISLAY, SCOTLAND UK	ISO	KINSTON, NORTH CAROLINA, USA
IMF	IMPHAL, INDIA	ISP	LONG ISLAND MACARTHUR, NY, USA
IMI	INE, MARSHALL ISLANDS	IST	ISTANBUL, TURKEY
IMP	IMPERATRIZ, MA, BRAZIL	ITH	ITHACA, NEW YORK, USA
IMT	IRON MOUNTAIN, MICHIGAN, USA	ITK	ITOKAMA, PAPUA NEW GUINEA
INC	YINCHUAN, P. R. CHINA	ITO	HILO, HAWAII, HAWAII, USA
IND	INDIANAPOLIS, INDIANA, USA	IUE	NIUE ISLAND, NIUE
INF	IN GUEZZAM, ALGERIA	IUL	ILU, INDONESIA
ING	LAGO ARGENTINO, SC, ARGENTINA	IVC	INVERCARGILL, NEW ZEALAND
INL	INT'L FALLS, MINNESOTA, USA	IVL	IVALO, FINLAND
INM	INNAMINCKA, SA, AUSTRALIA	IVR	INVERELL, NSW, AUSTRALIA
INN	INNSBRUCK, AUSTRIA	IWA	IWAKUNI, JAPAN, MCAS IWAKUNI
INO	INONGO, ZAIRE	IWD	IRONWOOD, MICHIGAN, USA
INQ	INISHEER, REPUBLIC OF IRELAND	IWO	IWO JIMA, JAPAN, IWO JIMA AB
INR	SAULT STE MARIE, MI, KINCHELOE AFB	IXA	AGARTALA, INDIA
INS	INDIAN SPRINGS, NV, AF AUX AP	IXB	BAGDOGRA, INDIA
INT	GR/H.PT/WIN SAL, NC-REYNOLDS, USA	IXC	CHANDIGAM, INDIA
INU	NAURU, REP. OF NAURU	IXE	MANGALORE, INDIA
INV	INVERNESS, SCOTLAND UK	IXH	KAILASHAHAR, INDIA
INW	WINSLOW, AZ, MUNICIPAL AIRPORT	IXI	LITABARI, INDIA
INX	INSUTAWATAN, INDONESIA	IXJ	JAMMU, INDIA
INZ	IN SALAH, ALGERIA	IXL	LEH, INDIA
IOA	IOANNINA, GREECE	IXM	MADURAI, INDIA
IOK	IOKEA, PAPUA NEW GUINEA	IXQ	KAMALPUR, INDIA
IOM	ISLE OF MAN, UK	IXR	RANCHI, INDIA
ION	IMPLONDO, PEOP. REP. OF THE CONGO	IXS	SILCHAR, INDIA
IOP	IOMA, PAPUA NEW GUINEA	IXT	PASSIGHAT, INDIA
IOR	INISHMORE, REPUBLIC OF IRELAND	IXU	AURANGABAD, INDIA
IOS	ITHEUS, BA, BRAZIL	IXW	JAMSHEDPUR, INDIA
IPA	IPOTA, VANUATU	IXZ	PORT BLAIR, ANDAMAN ISLAND, INDIA

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IYK INYOKERN, CALIFORNIA, USA  
 IZM IZMIR, TURKEY  
 IZO IZUMO, JAPAN

## J

JAC JACKSON HOLE, WYOMING, USA  
 JAG JACOBABAD, PAKISTAN  
 JAI JAIPUR, INDIA  
 JAN JACKSON, MISSISSIPPI, USA  
 JAT JABAT, MARSHALL ISLANDS  
 JAV JAKOBHAVN, GREENLAND  
 JAX JACKSONVILLE, FLORIDA, USA  
 JBR JONESBORO, ARKANSAS, USA  
 JCH CHRISTIANSHAB, GREENLAND  
 JCK JULIA CREEK, QLD, AUSTRALIA  
 JDF JUIZ DE FORA, MG, BRAZIL  
 JDH JODPHUR, INDIA  
 JDO JUAZEIRO DO NORTE, CE, BRAZIL  
 JED JEDDAH, SAUDI ARABIA  
 JEF JEFFERSON CITY, MO, MEMORIAL AP  
 JEG EGEDESMINDE, GREENLAND  
 JEJ JEH, MARSHALL ISLANDS  
 JER JERSEY, CHANNEL ISLANDS, UK  
 JFK NEW YORK, NEW YORK-KENNEDY, USA  
 JFR FREDETIKSHAB, GREENLAND  
 JGA JAMNAGAR, INDIA  
 JGB JAGDALPUR, INDIA  
 JGC GRAND CANYON, ARIZONA-HPLT, USA  
 JGN JIAYUGUAN, P. R. CHINA  
 JGO GODHAVN, GREENLAND  
 JGR GRONNEDAL/IVIGTUT, GREENLAND  
 JHB JOHOR BAHRU, MALAYSIA  
 JHE HELSINGBORG-HLPT, SWEDEN  
 JHG JINGHONG, P. R. CHINA  
 JHM KAPALUA, MAUI; HAWAII, USA  
 JHQ SHUTE HARBOUR, QLD, AUSTRALIA  
 JHS HOLSTEINSBORG, GREENLAND  
 JHW JAMESTOWN, NEW YORK, USA  
 JIB DJIBOUTI, DJIBOUTI  
 JIM JIMMA, ETHIOPIA  
 JIW JWANI, PAKISTAN  
 JJI JUANJUI, PERU  
 JJU JULIANEHAB, GREENLAND  
 JKG JONKOPING, SWEDEN  
 JKH CHIOS, GREECE  
 JKT JAKARTA, INDONESIA  
 JLD LANDSKRONA, SWEDEN  
 JLN JOPLIN, MISSOURI, USA  
 JLR JABALPUR, INDIA  
 JMK MIKONOS, GREECE  
 JMM MALMO-HARBOUR, SWEDEN  
 JMS JAMESTOWN, NORTH DAKOTA, USA

JMU JIAMUSI, P. R. CHINA  
 JNB JOHANNESBURG, SOUTH AFRICA  
 JNN NANORTALIK, GREENLAND  
 JNS NARSSAQ, GREENLAND  
 JNU JUNEAU, ALASKA, USA  
 JOE JOENSUU, FINLAND  
 JOG YOGYSKARTA, INDONESIA  
 JOI JOINVILLE, SC, BRAZIL  
 JOL JOLO, PHILIPPINES  
 JON JOHNSTON ISLAND, PACIFIC OCEAN  
 JOS JOS, NIGERIA  
 JPA JOSO PESSOA, PB, BRAZIL  
 JPU PARIS-LA DEFENSE, FRANCE  
 JRH JORHAT, INDIA  
 JRO KILMANJARO, TANZANIA  
 JRS JERUSALEM  
 JSA JALSALMER, INDIA  
 JSH SITLA, GREECE  
 JSI SKIATHOS, GREECE  
 JSM JOSE DE SAN MARTIN, CB, ARGENTINA  
 JSR JESSORE, BANGLADESH  
 JST JOHNSTOWN, PENNSYLVANIA, USA  
 JSU SUKKERTOPPEN, GREENLAND  
 JTR SENTORINI, THIRA IS., GREECE  
 JUB JUBA, SUDAN  
 JUI JUIST, FED. REP. OF GERMANY  
 JUJ JUJUY, PJ, ARGENTINA  
 JUL JULIACA, PERU  
 JUV UPERNAVIK, GREENLAND  
 JVA ANKAVANDRA, DEM. REP. MADAGASCAR  
 JXN JACKSON, MS, JACKSON CTY AIRPORT  
 JYV JYVASKYLA, FINLAND

## K

KAB KARIBA, ZIMBABWE  
 KAC KAMESHI, SYRIA  
 KAD KADUNA, NIGERIA  
 KAE KAKE, ALASKA, USA  
 KAG KANGNUNG, REPUBLIC OF KOREA  
 KAI KING KHALID AB, SAUDI ARABIA  
 KAJ KAJAANL, FINLAND  
 KAL KALTAG, ALASKA, USA  
 KAN KANO, NIGERIA  
 KAO KUUSAMO, FINLAND  
 KAT KAITALA, NEW ZEALAND  
 KAX KALBARRI, WA. AUSTRALIA  
 KAZ KAU, INDONESIA  
 KBC BIRCH CREEK, ALASKA, USA  
 KBL KABUL, DEM. REP. OF AFGHANISTAN  
 KBM KABWUM, PAPUA NEW GUINEA  
 KBP KIEV-BORISPOL, CIS  
 KBR KOTA BHARU, MALAYSIA

KBT	KABEN, MARSHALL ISLANDS	KHJ	KAUHAJOKI, FINLAND
KBX	KAMBUAYA, INDONESIA	KHM	KHAMTI, MYANMAR
KCA	KUGA, P. R. CHINA	KHN	NANCHANG, KIENGSI, P.R. CHINA
KCC	COFFMAN COVE, ALASKA, USA	KHS	KHASABO, OMAN
KCG	CHIGNIK, ALASKA-FISHERIES, USA	KIB	IVANOFF BAY, ALASKA, USA
KCH	KUCHING, SARAWAK, MALAYSIA	KID	KRISTIANSTAD, SWEDEN
KCL	CHIGNIK, ALASKA, USA	KIF	KINGFISHER LAKE, ONTARIO, CANADA
KCQ	CHIGNIK, ALASKA-CHIGNIK LK, USA	KIH	KISH ISLAND, IRAN, ISLAMIC REP. OF
KCZ	KOCHI, JAPAN	KIJ	NIIGATA, JAPAN
KDA	KQLDA, SENEGAL	KIM	KIMBERLEY, SOUTH AFRICA
KDO	KHUZDAR, PAKISTAN	KIN	KINGSTON, JAMAICA
KDI	KENDARI, INDONESIA	KIO	KILI, MARSHALL ISLANDS
KDN	N'DENDE, GABON	KIQ	KIRA, PAPUA NEW GUINEA
KDS	KAMARAN DOWNS, QLD, AUSTRALIA	KIR	KERRY COUNTY, REPUBLIC OF IRELAND
KDU	SKARDU, PAKISTAN	KIS	KISUMU, KENYA
KDV	KANDAVU, FIJI	KIT	KITHIRA, GREECE
KEA	KEISAB, INDONESIA	KIV	KISHINEV, CIS
KEB	ENGLISH BAY, ALASKA, USA	KIY	KILWA, TANZANIA
KED	KAEDI, MAURITANIA	KJA	KRAANOJARAK, CIS
KEE	KELLE, PEOP. REP. OF THE CONGO	KKA	KOYUK, ALASKA, USA
KEF	REYKJAVIK-KFLVK INTL, ICELAND	KKB	KITOL, ALASKA, USA
KEH	SEATTLE/TACOMA, WA-KENMORE, USA	KKC	KHON KAEN, THAILAND
KEI	KEPI, INDONESIA	KKO	KOKODA, PAPUS NEW GUINEA
KEJ	KEMEROVO, CIS	KKE	KARLKERI, NEW ZEALAND
KEK	EKWOK, ALASKA, USA	KKH	KONGIGANAK, ALASKA, USA
KEL	KIEL, FED. REP. OF GERMANY	KKI	AKIACHAK, ALASKA, USA
KEM	KEMI/TOMIO, FINLAND	KKJ	KITA KYUSHU, JAPAN
KEO	ODIENNE, COLE D'IVOIRE	KKM	LOP BURI, THAILAND
KEQ	KEBAR, INDONESIA	KKN	KIRKENOS, NORWAY
KER	KERMAN, IRAN, ISLAMIC REP. OF	KKR	KAUKURA ATOLL, FRENCH POLYNESIA
KET	KENG TUNG, MYANMAR	KKU	EKUK, AKASKA, USA
KFA	KIFFE, MAURITANIS	KKY	KIKAIGA SHIMA, JAPAN
KFD	KING FAHD INTL AP, SAUDI ARABIA	KLG	KAISKAG, ALASKA, USA
KFG	KALKUNUNG, NT, AUSTRALIA	KLK	KALOKOL, KENYA
KFJ	KING FAISAL NB, SAUDI ARABIA	KLL	LEVELOCK, ALASKA, USA
KFP	FALSE PASS, ALASKA, USA	KLN	LARSEN BAY, ALASKA, USA
KGA	KANANGA, ZAIRE	KLO	KALIBO, PHILIPPINES
KGB	KONGE, PAPUA NEW GUINEA	KLR	KALMAR, SWEDEN
KGC	KINGSCOTE, SA, AUSTRALIA	KLU	KLagenfurt, AUSTRIA
KGD	KALININGRAD, CIS	KLW	KIAWOCK, ALASKA, USA
KGF	KARAGANDA, CIS	KLX	KALAMATA, GREECE
KGG	KEDOU GOU, SENEGAL	KLZ	KLEINZEE, SOUTH AFRICA
KGI	KALGOORLLE, WA, AUSTRALIA	KMA	KEREMA, PAPUA NEW GUINEA
KGJ	KARONGA, MALAWI	KME	KAMEMBE, RWANDA
KGK	KOLLGENEK, ALASKA, USA	KMG	KUNMING, P.R. CHINA
KGL	KIGALL, RWANDA	KMI	MIYAZAKI, JAPAN
KGS	KOS, GREECE	KMJ	KUMAMOTO, JAPAN
KGX	GRAYLING, ALASKA, USA	KMK	MAKABANA, PEOP. REP. OF CON
KHE	KHERSON, CIS	KMM	KIMAM, INDONESIA
KHG	KASHI, P.R. CHINA	KMO	MANOKOTAK, ALASKA, USA
KHH	KAOHAIUNG, TAIWAN	KMP	KEETMANSHOOP, NAMIBIA
KHI	KARACHI, PAKISTAN	KMQ	KOMATSU, JAPAN

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KMS	KUMASI, GHANA	KRY	KARAMAY, P.R. CHINA
KNV	KALEMYO, MYANMAR	KSA	KOSREE, CAROLINE IS. PACIFIC
KNY	MOSER BAY, ALASKA, USA	KSC	KOSICE, CZECHOSLOVAKIA
KND	KINDU, ZAIRE	KSD	KARLSTAD, SWEDEN
KNF	KINGS LYNN, UNITED KINGDOM	KSH	BAKHTARAN, IRAN, ISLAMIC REP.
KNG	KEIMANA, INDONESIA	KSJ	KASOS ISLAND, GREECE
KNH	KINMEN, TAIWAN	KSL	KASSALA, SUDAN
KNK	KAKHONAK, ALASKA, USA	KSM	ST. MARY'S, ALASKA, USA
KNQ	KONE, NEW CALEDONIA	KSN	KUATANNEY, CIS
KNS	KING ISLAND, TASMANIA, AUSTRALIA	KSO	KASTORIA, GREECE
KNU	KANPUR, INDIA	KSQ	KARSHL, CIS
KNW	NEW STUYAHOK, ALASKA, USA	KSU	KRISTIANSUND, NORWAY
KNX	KUNUNYTTA, WA, AUSTRALIA	KTa	KARRATHA, WA, AUSTRALIA
KOA	KONA, HAWAII; HAWAII, USA	KTb	THORNE BAY, ALASKA, USA
KOC	KOUMAC, NEW CALEDONIA	KTD	KITA-DAITO, JAPAN
KOE	KUPANG, INDONESIA	KTE	KERTEH, MALAYSIA
KOI	KIRKWALL, ORKNEY IS., SCOTLAND UK	KTF	TAKAKA, NEW ZEALAND
KOJ	KAGOSHIMA, JAPAN	KTG	KETAPANG, INDONESIA
KOK	KOKKOLA/PIETARSAARI, FINLAND	KTM	KATHMANDU, NEPAL
KOO	KONGOLO, ZAIRE	KTN	KETCHIKAN, ALASKA, USA
KOT	KOTLIK, ALASKA, USA	KTP	KINGSTON-TINSON, JAMAICA
KOU	KOULAMOUTOU, GABON	KTR	KATHERINE, NT, AUSTRALIA
KOV	KORCHETAV, CIS	KTS	BREVIG MISSION, ALASKA, USA
KOW	GANZHOU, P.R. CHINA	KTT	KITTILA, FINLAND
KOY	OLGA BAY, ALASKA, USA	KTU	KOLA, INDIA
KOZ	OOZINKLE, ALASKA, USA	KTY	TERROR BAY, ALASKA, USA
KPB	POINT BAKER, ALASKA, USA	KUA	KUANTAN, MALAYSIA
KPC	PORT CLARENCE, ALASKA, USA	KUC	KURLA, REP. OF KIRIBATI
KPI	KAPIT, SARAWAK, MALAYSIA	KUD	KUDAT, SABAH, MALAYSIA
KPK	PARKS, ALASKA, USA	KUF	SAMARA, CIS
KPN	KIPNUK, ALASKA, USA	KUG	KUBIN ISLAND, QLD, AUSTRALIA
KPO	POHANG, REPUBLIC OF KOREA	KUH	KUSHIRO, JAPAN
KPR	PORT WILLIAMS, ALASKA, USA	KUK	KASIGLUK, ALASKA, USA
KPS	KEMPSEY, NSW, AUSTRALIA	KUL	KUALA LUMPUR, MALAYSIA
KPV	PERRYVILLE, ALASKA, USA	KUM	YAKU SHIMA, JAPAN
KPY	PORT BAILEY, ALASKA, USA	KUN	KAUNAS, LITHUANIA
KQA	AKUTAN, ALASKA, USA	KUO	KUOPIO, FINLAND
KRB	KARUMBA, QLD, AUSTRALIA	KUP	KUPIANI, PAPUA NEW GUINEA
KRE	KIRUNDO, BURUNDI	KUQ	KURI, PAPUA NEW GUINEA
KRF	KRAMFORS, SWEDEN	KUS	KULUSUK, GREENLAND
KRI	KIKORI, PAPUA NEW GUINEA	KUT	KITAISI, CIS
KRJ	KARAWARI, PAPUA NEW GUINEA	KUU	KULU, INDIA
KRK	KRAKOW, POLAND	KVA	KAVALA, GREECE
KRL	KORIS, P.R. CHINA	KVB	SKOVDE, SWEDEN
KRN	KIRUNA, SWEDEN	KVC	KING COVE, ALASKA, USA
KRO	KURGAN, CIS	KVG	KAVIENG, PAUPA NEW GUINEA
KRP	KARUP, DENMARK	KVL	KIVALINA, ALASKA, USA
KRR	KRASNODAR, CIS	KVX	KIROV, CIS
KRS	KRISTIANSAND, NORWAY	KWA	KWAJALEIN, MARSHALL ISLANDS
KRT	KHARTOUM, SUDAN	KWB	GUIYANG, P.R. CHINA
KRW	KRAERIWODAK, CIS	KWG	KRIVROY ROG, CIS



KWI KUWAIT, KUWAIT  
KWJ KWANGJU, REPUBLIC OF KOREA  
KNK KWIGILLINGOR, ALASKA, USA  
KNL GUILIN, P.R. CHINA  
KNM KOWANYAMA, QLD, AUSTRALIA  
KNN QUINHAGAK, ALASKA, USA  
KNP WEST POINT, ALASKA, USA  
KWT KWETHLUK, ALASKA, USA  
KWW KWAYU, KENYA  
KXA KASAAN, ALASKA, USA  
KXK KOMSOMOIXK, NA AMURE, CIS  
KYD ORCHID ISLAND, TAIWAN  
KYE TRIPOLI, LEBANON  
KYK KARLUK, ALASKA, USA  
KYP KYAUKPYU, MYANMAR  
KYS KAYES, MALI  
KYU KOYUKUK, ALASKA, USA  
KYX YALUMET, PAPUA NEW GUINEA  
KYZ KYEYL, CIS  
KZB ZACHAR BAY, ALASKA, USA  
KZI KOZANI, GREECE  
KEN KAZAN, CIS  
KZS KOSTELONZO, GREECE

L

LAA LAMAR, COLORADO, USA  
LAB LABIAB, PAPUA NEW GUINEA  
LAD LUANDA, ANGOLA  
LAE LAE, PAPUA NEW GUINEA  
LAF LAFAYETTE, INDIANA, USA  
LAI LANNION, FRANCE  
LAJ LAGES, SC, BRAZIL  
LAK AKLAVIK, NWT, CANADA  
LAL LAKELAND, FL, REGIONAL AIRPORT  
LAM LOS ALAMOS, NEW MEXICO, USA  
LAN LANSING, MICHIGAN, USA  
LAO LAOAG, PHILIPPINES  
LAP LA PAZ, MEXICO  
LAQ BEIDA, LIBYAN A. JAMAHINYA  
LAR LARAMI, WYOMING, USA  
LAS LAS VEGAS, NEVADA, USA  
LAU LAMU, KENYA  
LAW LAWTON, OKLAHOMA, USA  
LAX LOS ANGELES, CALIFORNIA, USA  
LAY LADYSMITH, SOUTH AFRICA  
LAZ BOM JESUS DA LAPA, BA, BRAZIL  
LBA LEEDS/BRADFORD, ENGLAND UK  
LBB LUBBOCK, TEXAS, USA  
LBD LENINABAD, CIS  
LBE LATROBE, PENNSYLVANIA, USA  
LBF NORTH PLATTE, NEBRASKA, USA  
LBH SYDNEY, NEW-PALM BEACH, AUSTRALIA

LBI ALBI, FRANCE  
LEJ LABAUN BAJO, INDONESIA  
LBL LIBERAL, KANSAS, USA  
LBQ LAMBARENE, GABON  
LBS LABASE, FIJI  
LBU LABUAN, SABAH, MALAYSIA  
LBV LIBREVILLE, GABON  
LBW LONGBAWAN, INDONESIA  
LCA LERNACA, CYPRUS  
LCD LOUIS TRICHARDT, SOUTH AFRICA  
LCE LA CEIBA, HONDURAS  
LCG LA CORUNA, SPAIN  
LCH LAKE CHARLES, LOUISIANA, USA  
LCI LACONIA, NEW HAMPSHIRE, USA  
LCK COLUMBUS, OH, RICKENBACKER ANGB  
LCL LA COLOMA, CUBA  
LCR LA CHORRERA, COLUMBIA  
LCY LONDON CITY, ENGLAND UK  
LDA MAIDA, INDIA  
LDB LONDRINA, PR, BRAZIL  
LDC LINDEMAN ISLAND, QLD, AUSTRALIA  
LDE LOURDES/TARBES, FRANCE  
LDH LORD HOWE ISLAND, NSW, AUSTRALIA  
LDI LINDI, TANZANIA  
LDK LIDKOPING, SWEDEN  
LDU LAHAD DATU, SABAH, MALAYSIA  
LDY LONDONDERRY, N. IRELAND UK  
LEA LEARMONTH, WA, AUSTRALIA  
LEB LEBANON, NEW HAMPSHIRE, USA  
LED ST PETERSBURG, CIS  
LEH LE HAVRE, FRANCE  
LEI ALMERIA, SPAIN  
LEJ LEIPZIG, FED. REP. OF GERMANY  
LEL LAKE EVELIA, NT, AUSTRALIA  
LER LEINSTER, WAS, AUSTRALIA  
LES LESOBENG, LESOTHO  
LET LETICIA, COLUMBIA  
LEV BURETA, FIJI  
LEX LEXINGTON, KENTUCKY, USA  
LFI HAMPTON, VA, LANGLEY AFB  
LFK LUFKIN, TX, ANGELINA COUNTY AP  
LFT LAFAYETTE, LOUISIANA, USA  
LFW LOME, TOGO  
LGA NEW YORK, NEW YORK-LA GUARDIA, USA  
LGB LONG BEACH, CALIFORNIA, USA  
LGF YUMA PROVING GND, AZ, LAGUNA AAF  
LGG LIEGE, BELGIUM  
LGH LEIGH CREEK, SA, AUSTRALIA  
LGI DEADMAN'S BAY, LONG ISLAND, BAHAMAS  
LGK LANGKAWI, MALAYSIA  
LGL LONG LELLANG, SARAWAK, MALAYSIA  
LGP LEGASPI, PHILIPPINES

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LGO	LAGO AGRIO, ECUADOR	LNK	LANAI CITY, LANAI, HAWAII, USA
LGS	LAJES, AZORES, LAJES AB	LNZ	LINZ, AUSTRIA
LGW	LONDON-GATWICK, ENGLAND UK	LOD	LONGANA, VANUATU
LGZ	LEGUIZAMO, COLOMBIA	LOE	LOEL, THAILAND
LHE	LAHORE, PAKISTAN	LOF	LOEN, MARSHALL ISLANDS
LHG	LIGHTNING RIDGE, NSW, AUSTRALIA	LOH	LOJA, ECUADOR
LHI	LEREH, INDONESIA	LON	LONDON, ENGLAND UK
LHR	LONDON-HEATHROW, ENGLAND UK	LOS	LAGOS, NIGERIA
LHS	LAS HERES, SC, ARGENTINA	LOZ	LONDON, KY, LONDON-CORBIN AIRPORT
LHW	LANZHOU, P.R. CHINA	LPA	GRAN CANARIA, CANARY ISLANDS
LHX	LA JUNTA, CO, LA JUNTA MUNI AP	LPB	LA PAZ, BOLIVIA
LIF	LIFOU, LOYALTY IS., PACIFIC OCEAN	LPD	LA PEDERA, COLUMBIA
LIG	LIMOGES, FRANCE	LPE	LA PRIMAVERA, COLUMBIA
LIH	LIHUE, KAUAI, HAWAII, USA	LPG	LA PLATA, BA, ARGENTINA
LII	MULIA, INDONESIA	LPI	LINKOPING, SWEDEN
LIJ	LONG ISLAND, ALASKA, USA	LPL	LIVERPOOL, ENGLAND UK
LIK	LIKIEP, MARSHALL ISLAND	LPM	LAMAP, VANAUTU
LIL	LILLE, FRANCE	LPP	LAPPEENRANTA, FINLAND
LIM	LIMA, PERU	LPQ	LUANG PRABANG, LAOS
LIN	MDAN-LINATE, ITALY	LPS	LOPEZ ISLAND, WASHINGTON, USA
LIO	LIMON, COSTA RICA	LPT	LAMPANG, THAILAND
LIQ	LISALA, ZAIRE	LPU	LONGAPUNG, INDONESIA
LIS	LISBON, PORTUGAL	LPW	LITTLE PORT WALTER, ALASKA, USA
LIT	LITTLE ROCK, ARKANSAS, USA	LRA	LARISA, GREECE
LIW	LOIKAW, MYANMAR	LRB	LERIBE, LESOTHO
LIZ	LIMESTONE, ME, LORING AFB	LRD	LAREDO, TEXAS, USA
LJA	LODJA, ZAIRE	LRE	LONGREACH, QLD, AUSTRALIA
LJU	LJUBLJANA, SLOVENIA	LRF	JACKSONVILLE, AR, LITTLE ROCK AFB
LKA	LARANITUKA, INDONESIA	LRH	LA ROCHELLE, FRANCE
LKB	LAKEBA, FIJI	LRM	LA ROMANA, DOMINICAN REP.
LKE	SEATTLE, WASHINGTON-LAKE UNION, USA	LRO	SHARPE ARMY DEPOT, CA, SHARPE AAF
LKL	LAKSELV, NORWAY	LRS	LEROS, GREECE
LKN	LEKNES, NORWAY	LRT	LORIENT, FRANCE
LKO	LUCKNOW, INDIA	LRU	LAS CRUCES, NEW MEXICO, USA
LLA	LULEA, SWEDEN	LRV	LOS ROQUES, VENEZUELA
LLN	KEILLA, INDONESIA	LSA	LOSUIA, PAPUA NEW GUINEA
LLW	LITONGWE, MALAWI	LSC	LA SERENE, CHILE
LMA	LAKE MINCHUMINA, ALASKA, USA	LSE	LA CROSSE, WI/WINONA, MN, USA
LMI	LUMI PAPUA NEW GUINEA	LSF	FORT BENNING, GA, LAWSON AAF
LML	LAE, MARSHALL ISLANDS	LSH	LASHIO, MYANMAR
LMM	LOS MOCHIS, MEXICO	LSI	SHETLAND ISLANDS-SUMBURGH, SCOTL UK
LMN	LIMBANG, SARAWAK, MALAYSIA	LSM	LONG SEMEDO, SARAWAK, MALAYSIA
LMP	LAMPEDUSA, ITALY	LSP	LAS PIEDRAS, VENEZUELA
LMT	KLAMATH FALLS, OREGON, USA	LSS	TERRE DE HAUT, GUADELOUPE
LMX	LOPEZ DE MICAY, COLUMBIA	LST	LAUNCESTON, TASMANIA, AUSTRALIA
LMY	LAKE MURRAY, PAPUA NEW GUINEA	LSV	LAS VEGAS, NV, NELLIS AFB
LNB	LAMEN BAY, VANUATU	LSY	LISMORE, NSW, AUSTRALIA
LNE	LONORORE, VANUATU	LTD	GHADAMES, LIBYAN A. JAMAHIRIYA
LNG	LESE, PAPUA NEW GUINEA	LTK	LATADIA, SYRIA
LNK	LINCOLN, NEBRASKA, USA	LTL	LASTOURVILLE, GABON
LNO	LEONORA, WA, AUSTRALIA	LTN	LONDON-LUTON INTL., ENGLAND UK
LNS	LANCASTER, PENNSYLVANIA, USA	LTO	LORETO, MEXICO

LTS ALTUS, OK, ALTUS AFB  
LUD LUDERITZ, NAMIBIA  
LUF GLENDALE, AZ, LUKE AFB  
LUG LUGANO, SWITZERLAND  
LUJ LUSIKISIKI, SOUTH AFRICA  
LUK CINCINNATI, OH, LUNKEN FIELD  
LUM LUXI, P.R. CHINA  
LUN LUSAKA, ZAMBIA  
LUO LUENA, ANGOLA  
LUQ SAN LUIS, SL, ARGENTINA  
LUR CAPE LISBURNE, AK  
LUV LUWUK, INDONESIA  
LUX LUXEMBOURG, LUXEMBOURG  
LVB LIVRAMENTO, RS, BRAZIL  
LVD LIME VILLAGE, ALASKA, USA  
LVO LAVERTON, WA, AUSTRALIA  
LVS LAS VEGAS, NV, MUNICIPAL AIRPORT  
LWB GREENBRIER, WEST VIRGINIA, USA  
LWE LEWOLEBA, INDONESIA  
LWK SHETLAND ISLANDS-LARWICK, SCOTL. UK  
LWN LENINAKAN, CIS  
LWO LVOV, CIS  
LWS LEWISTON, IDAHO, USA  
LWT LEWISTON, MONTANA, USA  
LXA LHASA, P.R. CHINA  
LXR LUXOR, ARAB REP. OF EGYPT  
LXS LEMNOS, GREECE  
LYB LITTLE CAYMAN, WEST INDIES  
LYC LYCKSELE, SWEDEN  
LYE LYNEHAM, UNITED KINGDOM  
LYG LIANYUNGANG, P.R. CHINA  
LYH LYNCHBURG, VIRGINIA, USA  
LYP FALSALABAD, PAKISTAN  
LYR LONGYEARBYEN, NORWAY  
LYS LYON, FRANCE  
LZC LAZARO CARDENAS, MEXICO  
LZH LIUZHOU, P.R. CHINA  
LZR LIZARD ISLAND, QLD, ALASKA

M  
MAA MADRAS, INDIA  
MAB MARABA, PA, BRAZIL  
MAD MADRID, SPAIN  
MAF MIDLAND/ODESSA, TEXAS, USA  
MAG MADANG, PAPUA NEW GUINEA  
MAH MENORCA, SPAIN  
MAJ MAJURO, MARSHALL ISLANDS  
MAL MANGOLE, INDONESIA  
MAM MATAMOROS, MEXICO  
MAN MANCHESTER, ENGLAND UK  
MAO MANAUS, AM, BRAZIL  
MAP MAMAI, PAPUA NEW GUINEA

MAQ MAE SOL, THAILAND  
MAR MARACAIBO, VENEZUELA  
MAS MANUS ISLAND, PAPUA NEW GUINEA  
MAT MATADI, ZAIRE  
MAU MAUPITI, FRENCH POLYNESIA  
MAX MATAM, SENEGAL  
MAY MALOEIAP, MARSHALL ISLANDS  
MAY MANGROVE CAY, BAHAMAS  
MAZ MAYAGUEZ, PUERTO RICO  
MBA MOMBASA, KENYA  
MBB MARBLE BAR, WA, AUSTRALIA  
MBC M'BIGOU, GABON  
MBD MMABATHO, SOUTH AFRICA  
MBH MARYBOROUGH, QLD, AUSTRALIA  
MBJ MONTEGO BAY, JAMAICA  
MBL MANISTEE, MICHIGAN, USA  
MBM MKAMBATI, SOUTH AFRICA  
MBO MAMBURAO, PHILIPPINES  
MBS SAGINAW, MICHIGAN, USA  
MBT MASBATE, PHILIPPINES  
MBU MBAMBANAKKA, SOLOMON ISLANDS  
MBW MOORABBIN, VIC, AUSTRALIA  
MCC SACRAMENTO, CA, MC CLELLAN AFB  
MCE MERCED, CALIFORNIA, USA  
MCF TAMPA, FL, MAC DILL AFB  
MCG MCGRATH, ALASKA, USA  
MCH MACHATA, ECUADOR  
MCI KANSAS CITY, MISSOURI-INTL. USA  
MCK MCCOOK, NEBRASKA, USA  
MCM MONTE CARLO, MONACO  
MCN MACON, GEORGIA, USA  
MCO ORLANDO, FLORIDA-INTL, USA  
MCP MACAPA, AP, BRAZIL  
MCT MUSCAT, OMAN  
MCW MASON CITY, IOWA, USA  
MCX MAKHACHKALA, CIS  
MCY MAROOCHYDORE, QLD, AUSTRALIA  
MCZ MACEIO, AL, BRAZIL  
MDC MANADO, INDONESIA  
MDE MEDELLIN, COLUMBIA  
MDG MUDANJIANG, P.R. CHINA  
MDI MAKURDI, NIGERIA  
MDK MBANDAKA, ZAIRE  
MDL MANDALAY, MYANMAR  
MDO MAR DEL PLATA, BA, ARGENTINA  
MDP MINDIPLANA, INDONESIA  
MDS MIDDLE CAICOS, TURKS & CAICOS IS  
MDT HARRISBURG, PA-INTL, USA  
MDU MENDI, PAPUA NEW GUINEA  
MDW CHICAGO, ILLINOIS-MIDWAY USA  
MDY MIDWAY ISLAND, SAND ISLAND FIELD  
MDZ MENDOZA, MD, ARGENTINA

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<b>MEA</b>	<b>MACAE, RJ, BRAZIL</b>	<b>MID</b>	<b>MERIDA, MEXICO</b>
<b>MEB</b>	<b>MELBOURNE, VIC-ESSENDON, AUSTRALIA</b>	<b>MIE</b>	<b>MUNCIE, INDIANA, USA</b>
<b>MEC</b>	<b>MENTA, ECUADOR</b>	<b>MII</b>	<b>MANILA, SP, BRAZIL</b>
<b>MED</b>	<b>MEDINAH, SAUDI ARABIA</b>	<b>MIJ</b>	<b>MILI, MARSHALL ISLANDS</b>
<b>MEE</b>	<b>MARE, LOYALTY IS., PACIFIC OCEAN</b>	<b>MIK</b>	<b>MIKKELI, FINLAND</b>
<b>MEG</b>	<b>MALANGE, ANGOLA</b>	<b>MIL</b>	<b>MILAN, ITALY</b>
<b>MEH</b>	<b>MEHAMN, NORWAY</b>	<b>MIM</b>	<b>MERIMBULA, NSW, AUSTRALIA</b>
<b>MEI</b>	<b>MERIDIAN, MISSISSIPPI USA</b>	<b>MIR</b>	<b>MONASTIR, TUNISIA</b>
<b>MEL</b>	<b>MELBOURNE, VICTORIA, AUSTRALIA</b>	<b>MIS</b>	<b>MISIMA, PAPUA NEW GUINEA</b>
<b>MEM</b>	<b>MEMPHIS, TENNESSEE, USA</b>	<b>MIU</b>	<b>MAIDUGURI, NIGERIA</b>
<b>MEO</b>	<b>MANTEO, NORTH CAROLINA, USA</b>	<b>MJB</b>	<b>MEGIT ISLAND, MARSHALL ISLAND</b>
<b>MER</b>	<b>MERCED, CA, CASTLE AFB</b>	<b>MJC</b>	<b>MAN. COTE D'IVOIRE</b>
<b>MES</b>	<b>MEDAN, INDONESIA</b>	<b>MJD</b>	<b>MOHENJO DERO, PAKISTAN</b>
<b>MEX</b>	<b>MEXICO CITY, MEXICO</b>	<b>MJE</b>	<b>MAJIN, MARSHALL ISLAND</b>
<b>MEZ</b>	<b>MESSINA, SOUTH AFRICA</b>	<b>MJF</b>	<b>MOAJOEN, NORWAY</b>
<b>MFA</b>	<b>MATIA ISLAND, TANZANIA</b>	<b>MJL</b>	<b>MOUILA, GABON</b>
<b>MFC</b>	<b>MAFETENG, LESOTHO</b>	<b>MJM</b>	<b>MBUJI-MAYI, ZAIRE</b>
<b>MFD</b>	<b>MANSFIELD, OH, MANSFIELD-LAHM AP</b>	<b>MJN</b>	<b>MAJUNGA, DEM. REP. MADAGASCAR</b>
<b>MFE</b>	<b>MC ALLEN, TEXAS, USA</b>	<b>MJT</b>	<b>MYTILENE, GREECE</b>
<b>MFF</b>	<b>MOALA, FIJI</b>	<b>MJV</b>	<b>MURCIA, SPAIN</b>
<b>MFG</b>	<b>MUZAFFARABAD, PAKISTAN</b>	<b>MJZ</b>	<b>MIMYJ, CIS</b>
<b>MFJ</b>	<b>MOALA, FIJI</b>	<b>MKB</b>	<b>MEKAMBO, GABON</b>
<b>MFN</b>	<b>MILFORD SOUND, NEW ZEALAND</b>	<b>MKC</b>	<b>KANSAS CITY, MISSOURI, USA</b>
<b>MFR</b>	<b>MEDFORD, OREGON, USA</b>	<b>MKE</b>	<b>MILWAUKEE, WISCONSIN, USA</b>
<b>MGA</b>	<b>MANAGUS, NICARAGUA</b>	<b>MKG</b>	<b>MUSKEGON, MICHIGAN, USA</b>
<b>MGB</b>	<b>MT. GAMBIER, SA, AUSTRALIA</b>	<b>MKH</b>	<b>MOKHOTONG, LESOTHO</b>
<b>MGD</b>	<b>MAGDELENA, BOLIVIA</b>	<b>MKJ</b>	<b>MAKOUA, PEOP. REP. OF THE CONGO</b>
<b>MGE</b>	<b>MARIETTA, GA, DOBBINS AFB</b>	<b>MKK</b>	<b>MOLOKAI/HOOLEHUA, HAWAII, USA</b>
<b>MGF</b>	<b>MARINGA, PR, BRAZIL</b>	<b>MKL</b>	<b>JACKSON, TENNESSEE, USA</b>
<b>MGH</b>	<b>MARGATE, SOUTH AFRICA</b>	<b>MM</b>	<b>MUKAH, SARAWAK, MALAYSIA</b>
<b>MGI</b>	<b>MATAGORDA IS, TX, MATAGORDA IS AFB</b>	<b>MKO</b>	<b>MUSKOGEE, OK, DAVIS FIELD</b>
<b>MGM</b>	<b>MONTGOMERY, ALABAMA, USA</b>	<b>MKP</b>	<b>MAKEMO, FRENCH POLYNESIA</b>
<b>MGQ</b>	<b>MOGADISHU, SOMOLIA, INTL AIRPORT</b>	<b>MKQ</b>	<b>MERAUKE, INDONESIA</b>
<b>MGR</b>	<b>MOULTRIE, GA, MUNICIPAL AIRPORT</b>	<b>MKR</b>	<b>MEEKATHARRA, WA, AUSTRALIA</b>
<b>MGS</b>	<b>MANGEIA, COOK IS., S. PACIFIC</b>	<b>MKT</b>	<b>MANKATTO, MINNESOTA, USA</b>
<b>MGT</b>	<b>MILLINGIMBI, NT, AUSTRALIA</b>	<b>MKU</b>	<b>MAKOKOU, GABON</b>
<b>MGW</b>	<b>MORGANTOWN, WEST VIRGINIA, USA</b>	<b>MKW</b>	<b>MANOKWARI, INDONESIA</b>
<b>MGX</b>	<b>MOABI, GABON</b>	<b>MKY</b>	<b>MACKAY, QLD, AUSTRALIA</b>
<b>MGZ</b>	<b>MYEIK, MYANMAR</b>	<b>MKZ</b>	<b>MALACCA, MALAYSIA</b>
<b>MHD</b>	<b>MASHAD, IRAN, ISLAMIC REP. OF</b>	<b>MLA</b>	<b>MALLA, MEDITERRANEAN SEA</b>
<b>MHE</b>	<b>MITCHELL, SOUTH DAKOTA, USA</b>	<b>MLB</b>	<b>MELBOURNE, FLORIDA, USA</b>
<b>MHG</b>	<b>MANNHEIM, FED. REP. OF GERMANY</b>	<b>MLC</b>	<b>MC ALESTER, OK, REGIONAL AIRPORT</b>
<b>MHH</b>	<b>MARSH HARBOR, BAHAMAS</b>	<b>MLE</b>	<b>MALE, MALDIVEA</b>
<b>MHK</b>	<b>MANHATTAN, KANSAS, USA</b>	<b>MLH</b>	<b>MUTHOUSE/BASEL, FRANCE</b>
<b>MHQ</b>	<b>MARIEHAMN, ALAND ISL. FINLAND</b>	<b>MLI</b>	<b>MOLINE, ILLINOIS, USA</b>
<b>MHR</b>	<b>SACRAMENTO, CA, MATHER AFB</b>	<b>MLL</b>	<b>MARSHALL, ALASKA, USA</b>
<b>MHT</b>	<b>MANCHESTER, NEW HAMPSHIRE, USA</b>	<b>MLM</b>	<b>MORELLA, MEXICO</b>
<b>MHX</b>	<b>MANIHIKI ISLAND, COOK IS, S. PACIFIC</b>	<b>MLN</b>	<b>MELLITA, SPAIN</b>
<b>MHY</b>	<b>MOREHEAD, PAPUA NEW GUINEA</b>	<b>MLO</b>	<b>MILOA, GREECE</b>
<b>MHZ</b>	<b>MILDENHALL, UNITED KINGDOM</b>	<b>MLQ</b>	<b>MAIAIPUA, PAPUA NEW GUINEA</b>
<b>MIA</b>	<b>MIAMI, FLORIDA, USA</b>	<b>MLS</b>	<b>MILES CITY, MONTANA, USA</b>
<b>MIB</b>	<b>MINOT, ND, MINOT AFB</b>	<b>MLU</b>	<b>MONROE, LOUISIANA, USA</b>

MLN	MONROVIA, LIBERIA	MPV	MONTPELIER, VERMONT, USA
MLX	MALATYA, TURKEY	MPW	MANUPOL, CIS
MLY	MANIEY HOT SPGS., ALASKA, USA	MQF	MAGNITOGORSK, CIS
MYZ	MELO, URUGUAY	QQL	MIDURA, VIC, AUSTRALIA
MMA	MALMO. SWEDEN	MQN	MO I. RENA, NORWAY
MNB	MEMANBETSU, JAPAN	MQS	MUSTIQUE, WINDWARD ISLANDS
MND	MINAM DANO JIMA OKINAWA IS. JAPAN	MQT	MARQUETTE, MICHIGAN, USA
MNE	TEESSIDE, ENGLAND UK	MRA	MISURATA, LIBYAN A. JAMAHIRYA
MMG	MOUNT MAGNET, WA, AUSTRALIA	MRB	MARTINSBURG, WV, SHEPHERD AIRPORT
MMH	MANMOUTH LAKES, CALIFORNIA, USA	MRD	MERIDA, VENEZUELA
MMJ	MATSUMOTO, JAPAN	MRE	MARA LODGES, KENYA
MMK	MURMANSK, CIS	MRO	MASTERTON, NEW ZEALAND
MMN	MIDDLEMOUNT, QLD, AUSTRALIA	MRQ	MARINDUQUE, PHILIPPINES
MMO	MALO, CAPE VERDE ISLANDS	MRS	MARSAILLE, FRANCE
MMP	MOMPOS, COLUMBIA	MRU	MAURIBUS, MAURITUS
MMT	COLUMBIA, SC, MC ENTIRE ANG	MRV	MINERALNYE VODY, CIS
MMX	MALMO-STUNUP, SWEDEN	MRY	MONTEREY, CALIFORNIA, USA
MMY	MIYAKO JIMA, JAPAN	MRZ	MOREA, NSW, AUSTRALIA
MNA	MELANGUANA, INDONESIA	MSA	MUSKRAT DAM, ONTARIO, CANADA
MNB	MOANDA, ZAIRE	MSD	MT. PLEASANT, UTAH, USA
MNE	MUNGARANIE, SA, AUSTRALIA	MSH	MASIRAH, OMAN
MNF	MANA, FIJI	MSJ	MISAWA, JAPAN
MNG	MANINGRIDA, NT, AUSTRALIA	MSL	MUSCLE SHOALS, ALABAMA, USA
MNI	MONTSEERRAT, MONTSEERRAT	MSN	MADISON, WISCONSIN, USA
MNK	MAIANA, REP OF KIRIBATI	MSO	MISSOULA, MONTANA, USA
MNL	MANILA, PHILIPPINES	MSP	MINNEAPOLIS/ST PAUL, MN, USA
MNM	MENOMINEE, MICHIGAN, USA	MSQ	MINSK, CIS
MNT	MINIO, ALASKA, USA	MSS	MASSENA, NEW YORK, USA
MNU	MAUIMYNE, MYANMAR	MST	MAASTRICHI, NETHERLANDS
MNY	MONO IL., SOLOMON ISLANDS	MSU	MASERU, LESOTHO
MOA	MOA, CUBA	MSX	MOSSENDOJO, PEOP. REP. OF THE CONGO
MOB	MOBILE AL/PASCAGOULA, MS, USA	MSY	NEW ORLEANS, LOUISIANA, USA
MOC	MONTES CIAROE, MG, BRAZIL	MSZ	MANIBO, ANGOLA
MOD	MODESTO, CALIFORNIA, USA	MTC	MOUNT CLEMENS, MI, SELFRIDGE ANG
MOF	MAUMERE, INDONESIA	MTF	MIZAN TEFEN, ETHIOPIA
MOG	MONGHSAT, MYANMAR	MTH	MARATHON, FLORIDA, USA
MOI	MITIARO, COOK ISLANDS, SOUTH PACIFIC	MTI	MOSTEIRO, CAPE VERDE ISLANDS
MOL	MOIDE, NORWAY	MTJ	MONTROSE, COLORADO, USA
MON	MOUNT COOK, NEW ZEALAND	MTK	MEKIN, REP. OF KIRGAT
MOQ	MORONDAVA, DEM. REP. MADAGASCAR	MTL	MATLAND, NSW, AUSTRALIA
MOT	MINOT, NORTH DAKOTA, USA	MTM	METIAKETIA, ALASKA, USA
MOU	MOUNTAIN VILLAGE, ALASKA, USA	MTN	BALTIMORE, MD, MARTIN STATE AP
MOV	MORANBAH, QLD, AUSTRALIA	MTO	MAITON, ILLINOIS, USA
MOW	MOSCOW, CIS	MTR	MONIENA, COLOMBIA
MOZ	MOOREA, FRENCH POLYNESIA	MTS	MANZINI, SWAZILAND
MPA	MPATHA, NAMIBIA	MTT	MINATHIAN, MEXICO
MPB	MIAMI, FLORIDA-PUBLIC SCH. USA	MTV	MOTA LAVA, VENUSTU
MPD	MIRPUR KHAS, PAKISTAN	MTY	MONTERREY, MEXICO
MPL	MONTPELIER, FRANCE	MUA	MUNDA, SOLOMON ISLANDS
MPM	MAPUTO, MOZAMBIQUE	MUB	MAUN, BOTSWANA
MPN	MOUNT PLEASANT, FALKLAND ISLANDS	MUC	MUNICH, FED. REP. OF GERMANY
MPT	MALIANA, INDONESIA	MUE	KAMUELA, HAWAII, HAWAII, USA

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MUF MUTING, INDONESIA  
MUK MAUKE, COOK ISLANDS, SOUTH PACIFIC  
MUN MATURIN, VENEZUELA  
MUO MOUNTAIN HOME, ID, MTN HOME AFB  
MUR MARUDI, SARAWAK, MALAYSIA  
MUS MARCUS ISLAND  
MUX MUTAN, PAKISTAN  
MUZ MUSEMA, TANZANIA  
MVB FRANCEVILLE, GABON  
MVD MONTEVIDEO, URAGUAY, CARRASCO AP  
MVK MULKA, SA, AUSTRALIA  
MVN MOUNT VERNON, ILLINOIS, USA  
MVP MITO, COLUMBIA  
MVQ MOGILEV, CIS  
MVR MAROUA, REPUBLIC OF CAMEROON  
MVT MATAIVA, FRENCH POLYNESIA  
MVX MINVOUL, GABON  
MVE MARTHA'S VINEYARD, MA, USA  
MVZ MASVINGO, ZIMBABWE  
MWA MARION, ILLINOIS, USA  
MWD MIANWALI, PAKISTAN  
MWE MEROWE, SUDAN  
MWF MAEWO, VANUATU  
MWH MOSES LAKE, WASHINGTON, USA  
MWT MOOLANAIANA, SA, AUSTRALIA  
MWZ MWANZE, TANZANIA  
MXF MONTGOMERY, AL, MAXWELL AFB  
MXJ MINNA, NIGERIA  
MXL NEXICALI, MEXICO  
MXP MITAN-MALPENSE, ITALY  
MXS MAOLA, SAVAII ISLAND, WESTERN SAMOA  
MXT MAINBRANO, DEM. REP. MADAGASCAR  
MCX MORA, SWEDEN  
MCZ MEIXIAN, P.R. CHINA  
MYA MORUYA, NSW, AUSTRALIA  
MYC MARACAY, VENEZUELA  
MYD MALINDI, KENYA  
MYG MAYAGUANA, BAHAMAS  
MYI MURRAY ISLANDS, QLD, AUSTRALIA  
MYJ MATAUYAMA, SHIKOKU, JAPAN  
MYL MC CALL, ID  
MYQ MYSORE, INDIA  
MYR MYRTLE BEACH, SC, MYRTLE BEACH AFB  
MYT MYITKYINA, MYANMAR  
MYU MEKORYUK, ALASKA, USA  
MYW MIWARE, TANZANIA  
MYZ MIRI, SARAWAK, MALAYSIA  
MYZ MONKEY BAY, MALAWI  
MZC MIZIC, GABON  
MZD MZAMBA, SOUTH AFRICA  
MZG MEKUNG, TAIWAN  
MZI MOOTI, MALI

MZK MZRZKAI, REP. OF KIRIBATI  
MZL MANIZALES, COLUMBIA  
MZO MANZANILLO, CUBA  
MZP MOLUEKA, NEW ZEALAND  
MZQ MKUZE, SOUTH AFRICA  
MZT MAZATIAN, MEXICO  
  
N  
NAA NARRABRI, NSW, AUSTRALIA  
NAG NAGPUR, INDIA  
NAH NAHA, INDONESIA  
NAK NAKHON RATCHASIMA, THAILAND  
NAL NALCHIK, CIS  
NAN NADI, FIJI  
NAP NAPLES, ITALY  
NAR NARE, COLUMBIA  
NAS NASSAU, BAHAMAS  
NAT NATAL, RN, BRAZIL  
NAU NAPIER ISLAND, FRENCH POLYNESIA  
NAW NARATHIWAI, THAILAND  
NBC NABEREVNYE CHELNY, CIS  
NBE DALLAS, TX, DALLAS NAS  
NBO NAIROBI, KENYA  
NBU GLENVIEW, IL, GLENVIEW NAS  
NBX NABRE, INDONESIA  
NCA NORTH CAICOS, TURKS & CAICOS IS  
NCE NICE, FRANCE  
NCH NACHINGWEA, TANZANIA  
NCI NECOCLI, COLOMBIA  
NCL NEWCASTLE, ENGLAND UK  
NCQ MARIETTA, GA, ATLANTA NAS  
NCS NEWCASTLE, SOUTH AFRICA  
NCU NUKUS, CIS  
NCY ANNECY, FRANCE  
NDB NOUADHIBOU, MAURITANIA  
NDC NANDED, INDIA  
NDE MANDERA, KENYA  
NDG QIGIHAR, P.R. CHINA  
NDJ N'DJAMENA, CHAD  
NDK NAMORIK, MARSHALL ISLANDS  
NDM MENDI, ETHIOPIA  
NDU RUNDU, NAMIBIA  
NEA GLYNCO, GA, GLYNCO NAS  
NEG NEGRI, JAMICA  
NEL LAKEHURST, NJ, LAKEHURST NAS  
NER NERYUNG, CIS  
NEV NEVIS, LEEWARD ISLANDS  
NFG NETTEYUGANSK, CIS  
NFL FALLON, NV, FALLON NAS  
NFO OKINAWA, JAPAN, MCAS FUTEMA  
NGB NINGBO, P.R. CHINA  
NGE N'GAOUNDERE, REPUBLIC OF CAMEROON

<b>NGO</b>	<b>NAGOYA, JAPAN</b>	<b>NOV</b>	<b>HUEMBO, ANGOLA</b>
<b>NGP</b>	<b>CORPUS CHRISTI, TX, NAS</b>	<b>NPA</b>	<b>PENSACOLA, FL, PENSACOLA NAS</b>
<b>NGS</b>	<b>NAGASAKI, JAPAN</b>	<b>NPE</b>	<b>NAPIER, NEW ZEALAND</b>
<b>NGU</b>	<b>NORFOLK, VA, NORFOLK NAS</b>	<b>NPH</b>	<b>NEPHI, UTAH, USA</b>
<b>NGZ</b>	<b>ALAMEDA, CA, ALAMEDA NAS</b>	<b>NPL</b>	<b>NEW PLYMOUTH, NEW ZEALAND</b>
<b>NHK</b>	<b>PATUXENT RIVER, MD, PATUX RIV NAS</b>	<b>NQA</b>	<b>MILLINGTON, TN, MEMPHIS NAS</b>
<b>NHT</b>	<b>NORTHOLT, UNITED KINGDOM</b>	<b>NQI</b>	<b>KINGSVILLE, TX, KINGSVILLE, NAS</b>
<b>NHV</b>	<b>NUKU HIVA, FRENCH POLYNESIA</b>	<b>NQN</b>	<b>HEUQUEN, NE, ARGENTINA</b>
<b>NHZ</b>	<b>BRUNSWICK, ME, BRUNSWICK NAS</b>	<b>NQU</b>	<b>NUQUI, COLUMBIA</b>
<b>NIB</b>	<b>NIKOLAI, ALASKA, USA</b>	<b>NQY</b>	<b>NEWQUAY, ENGLAND UK</b>
<b>NID</b>	<b>CHINA LAKE, CA, ARMITAGE FIELD</b>	<b>NQX</b>	<b>KEY WEST, FL, KEY WEST NAS</b>
<b>NIG</b>	<b>NIKUNAU, REP. OF KIRBATI</b>	<b>NQZ</b>	<b>NOVOKUZNETAK, CIS</b>
<b>NIM</b>	<b>NIAMAY, NIGER</b>	<b>NRA</b>	<b>NARRANDARA, NSW, AUSTRALIA</b>
<b>NIP</b>	<b>JACKSONVILLE, FL, JACKSONVILLE NAS</b>	<b>NRB</b>	<b>MAYPORT, FL, MAYPORT NAS</b>
<b>NIR</b>	<b>BEEVILLE, TX, CHASE FIELD NAS</b>	<b>NRC</b>	<b>CROWS LANDING, CA, CROWS LDG NAF</b>
<b>NIX</b>	<b>NIORO, MALI</b>	<b>NRD</b>	<b>NORDERNEY, FED. REP. OF GERMANY</b>
<b>NJC</b>	<b>NIZHNEVARTOVSK, CIS</b>	<b>NRK</b>	<b>NORKOPING, SWEDEN</b>
<b>NJK</b>	<b>EL CENTRO, CA, EL CENTRO NAF</b>	<b>NRR</b>	<b>ROOSEVELT ROADS, PUERTO RICO, NAS</b>
<b>NJM</b>	<b>SWANSBORO, NC. BOGUR FIELD</b>	<b>NRT</b>	<b>TOKYO-NARITA, JAPAN</b>
<b>NJP</b>	<b>WARMINSTER, PA, WARMINSTER NAF</b>	<b>NSB</b>	<b>BIMINI-NORTH SPG, BAHAMAS</b>
<b>NKC</b>	<b>NOUAKCHOTT, MAURITANIA</b>	<b>NSF</b>	<b>CAMP SPRINGS, MD, ANDREWS NAF</b>
<b>NKG</b>	<b>NANJING, P.R. CHINA</b>	<b>NSK</b>	<b>NORIL.SK, CIS</b>
<b>NKI</b>	<b>KAUKITI, ALASKA, USA</b>	<b>NSM</b>	<b>NORSEMAN, WA, AUSTRALIA</b>
<b>NKT</b>	<b>CHERRY POINT, NC, MCAS CHERRY PT</b>	<b>NSN</b>	<b>NELSON, NEW ZEALAND</b>
<b>NKW</b>	<b>DIEGO GARCIA, DIEGO GARCIA</b>	<b>NSO</b>	<b>SCONE, NSW, AUSTRALIA</b>
<b>NKX</b>	<b>SAN DIEGO, CA, MIRAMAR NAS</b>	<b>NST</b>	<b>NAKHON S. THAMMARAT, THAILAND</b>
<b>NKY</b>	<b>NKAYL, PEOP. REP. OF THE CONGO</b>	<b>NTD</b>	<b>POINT MUGU, CA, POINT MUGU NAS</b>
<b>NLA</b>	<b>NDOLA, ZAMBIA</b>	<b>NTE</b>	<b>NAFTES, FRANCE</b>
<b>NLD</b>	<b>NUEVO LAREDO, MEXICO</b>	<b>NTI</b>	<b>BINTUNI, INDONESIA</b>
<b>NLF</b>	<b>NAMEY ISLAND, QLD, AUSTRALIA</b>	<b>NTL</b>	<b>NEWCASTLE, NSW, AUSTRALIA</b>
<b>NLG</b>	<b>NELSON LAGOON, ALASKA, USA</b>	<b>NTM</b>	<b>MIRACEMA DO NORTE, TO, BRAZIL</b>
<b>NLK</b>	<b>NORFOLK ISLAND, NORFOLK ISLAND</b>	<b>NTN</b>	<b>NORMANTON, QLD, AUSTRALIA</b>
<b>NLP</b>	<b>NELSPRUIT, SOUTH AFRICA</b>	<b>NTO</b>	<b>SANTO ANTAO, CAPE VERDE ISLANDS</b>
<b>NLV</b>	<b>NIKOLAEV, CIS</b>	<b>NTU</b>	<b>VIRGINIA BEACH, VA, OCEANA NAS</b>
<b>NMA</b>	<b>NAMANGAN, CIS</b>	<b>NTY</b>	<b>SUN CITY, SOUTH AFRICA</b>
<b>NME</b>	<b>NIGHTMUTE, ALASKA, USA</b>	<b>NUB</b>	<b>NUMBAKWAR, NT, AUSTRALIA</b>
<b>NMG</b>	<b>SAN MIGUEL, PANAMA REPUBLIC</b>	<b>NUC</b>	<b>SAN CLEMENTE ISLAND, CA</b>
<b>NMM</b>	<b>MERIDIAN, MS, MERIDIAN NAS</b>	<b>NUE</b>	<b>NUREMBERG, FED. REP. OF GERMANY</b>
<b>NNA</b>	<b>KENITRA, MOROCCO, KENITRA NAF</b>	<b>NUG</b>	<b>MOUNTAIN VIEW, CA, MOFFETT FLD NAS</b>
<b>NNB</b>	<b>SANTA ANA, SOLOMON ISLANDS</b>	<b>NUI</b>	<b>NUIQSUT, ALASKA, USA</b>
<b>NNG</b>	<b>NANNING, P.R. CHINA</b>	<b>NUK</b>	<b>NUKUTAVAKE, FRENCH POLYNESIA</b>
<b>NNL</b>	<b>NANDALTON, ALASKA, USA</b>	<b>NUL</b>	<b>NULATO, ALASKA, USA</b>
<b>NNT</b>	<b>NAN, THAILAND</b>	<b>NUP</b>	<b>NUNAPITCHUK, ALASKA, USA</b>
<b>NNX</b>	<b>NUNUKAN, INDONESIA</b>	<b>NUS</b>	<b>NORSUP, VANUATU</b>
<b>NOB</b>	<b>NOSARA BEACH, COSTA RICA</b>	<b>NUW</b>	<b>OAK HARBOR, WA, WHIDBEY IS NAS</b>
<b>NOC</b>	<b>CONNAUGHT, REPUBLIC OF IRELAND</b>	<b>NUX</b>	<b>NOVYJ URENGOL, CIS</b>
<b>NOM</b>	<b>NOMAD RIVER, PAPUA NEW GUINEA</b>	<b>NVA</b>	<b>NEIVA, COLUMBIA</b>
<b>NON</b>	<b>NONOUTI, REP. OF KIRABATI</b>	<b>NVK</b>	<b>NARVIK, NORWAY</b>
<b>NOP</b>	<b>MACTAN ISLAND, PHILIPPINES</b>	<b>NVT</b>	<b>NAVEGANIES, SC, BRAZIL</b>
<b>NOR</b>	<b>NORDIJORDUR, ICELAND</b>	<b>NVY</b>	<b>NEYVAFI, INDIA</b>
<b>NOS</b>	<b>NOSSI-BE, DEM. REP. MADAGASCAR</b>	<b>NWA</b>	<b>MOHALI, COMOROS</b>
<b>NOU</b>	<b>NOUMES, NEW CALEDONIA</b>	<b>NWI</b>	<b>NORWICH, ENGLAND UK</b>

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NWT NOWALA, PAPUA NEW GUINEA  
 NXP TWENTYNINE PALMS, CA, MC EAF  
 NXX WILLOW GROVE, PA, WILLOW GROVE NAS  
 NYC NEW YORK NY/NEWARK, NJ, USA  
 NYE NYERI, KENYA  
 NYK NANYUKA, KENYA  
 NYL YUMA, AZ, MCAS YUMA  
 NYN NYNGAN, NSW, AUSTRALIA  
 NYO NYKOPING, SWEDEN  
 NYU NYSUNG-U. MYANMAR  
 NZC JACKSONVILLE, FL, CECIL FIELD NAS  
 NZJ SANTA ANA, CA, MCAS EL TORO  
 NZW SOUTH WEYMOUTH, MA, S WEYMOUTH NAS  
 NZY SAN DIEGO, CA, NORTH ISLAND NAS

## O

OAG ORANGE, NSW, AUSTRALIA  
 OAJ JACKSONVILLE, NORTH CAROLINA, USA  
 OAK OAKLAND, CALIFORNIA, USA  
 OAM OAMARU, NEW ZEALAND  
 OAR FORT ORD, CA, FRITZSCHE AAF  
 OAX OAXACA, MEXICO  
 OBD OBARO, INDONESIA  
 OBF OGERPLATTENHOLEN, FED. REP. OF GERMANY  
 OBO OBIHIRO, JAPAN  
 OBU KOBUK, ALASKA, USA  
 OBX OBO, PAPUA NEW GUINEA  
 OCA OCEAN REEF CLUB, FLORIDA, USA  
 OCC COCA, ECUADOR  
 OCF OCALA, FL, MUNICIPAL AIRPORT  
 OCH NACOGDOCHES, TEXAS, USA  
 OCJ OCHO RIOS, JAMAICA  
 OCO SAN JOSE, COSTA RICA, EL COCO AP  
 OCV OCANA, COLOMBIA  
 ODE ODENSE, DENMARK  
 ODL CORDITO DOWNS, SA, AUSTRALIA  
 ODN LONG SERIDAN, SARAWAK, MALAYSIA  
 ODS ODESSA, CIS  
 ODW OAK HARBOR, WASHINGTON, USA  
 ODY OUDOMKAY, LAOS  
 OEC OCUSSE, INDONESIA  
 OER ORNAKQLDSVIK, SWEDEN  
 OES SAN ANTONIO, OESTE, RN, ARGENTINA  
 OFF OMAHA, NE, OFFUTT AFB  
 OFJ OLAFSFJORDUR, ICELAND  
 OFK NORFOLK, NEBRASKA, USA  
 OFU OLU ISLAND, AMERICAN SAMOA  
 OGD OGDEN, UT, OGDEN-HINCKLEY AIRPORT  
 OGG KAHULUI, MAULI HAWAII, USA  
 OGN YONAGUNI-JIMA, JAPAN  
 OGS OGDENSBURG, NEW YORK, USA

OGX OUARGIA, ALGERIA  
 OGZ ORDZHONIKIDZE, CIS  
 OHD OHRID, YUGOSLAVIA  
 OHT KOHAF, PAKISTAN  
 OIT OHA, JAPAN  
 OKA OKINAWA, RYUKYU IS., JAPAN  
 OKC OKLAHOMA CITY, OKLAHOMA, USA  
 OKE OKINA ERABU, JAPAN  
 OKG OKOYO, PEOP. REP. OF THE CONGO  
 OKI OKL ISLAND, JAPAN  
 OKJ OKAYAMA, JAPAN  
 OKK KOKOMO, IN, MUNICIPAL AIRPORT  
 OKL OKSIBIL, INDONESIA  
 OKN OKONDJA, GABON  
 OKO TOKYO, JAPAN, YOKOTA AFB  
 OKP OKESPMIN, PAPUA NEW GUINEA  
 OKQ OKABA, INDONESIA  
 OKR YORKE ISLAND, QLD, AUSTRALIA  
 OKU MOKUTI LODGE, NAMIBIA  
 OLB OLBI, ITALY  
 OLF WOLF POINT, MONTANA, USA  
 OLH QLD HARBOR, ALASKA, USA  
 OLJ OLPOI, VANUATU  
 OLM OLYMPIA, WA  
 OLP OLYMPIC DAM, SA, AUSTRALIA  
 OMA OMAHA, NEBRASKA, USA  
 OMB OMBOUE, GABON  
 OMC ORMOC, PHILIPPINES  
 OMD ORANJAMUND, NAMIBIA  
 OME NOME, ALASKA, USA  
 OMH URMIEH, IRAN, ISLAMIC REP. OF  
 OMK OMAK, WA  
 OMO MOATAR, YUGOSLAVIA  
 OMR OREDEA, ROMANIA  
 OMS OMSK, CIS  
 OND ONDANGWA, NAMIBIA  
 ONG MORNINGTON IS., QLD, AUSTRALIA  
 ONI MOANAMANI, INDONESIA  
 ONP NEWPORT, OR, MUNICIPAL AIRPORT  
 ONT ONTARIO, CALIFORNIA, USA  
 ONX COLON, PANAMA REPUBLIC  
 OOK TAKAOK BAY, ALASKA, USA  
 OOL QLD COAST, QLD, AUSTRALIA  
 OOM COOMA, NSW, AUSTRALIA  
 OOT ONOTOS, REP. OF KIRBATI  
 OPF MIAMI, FL, OAP LOCKA AIRPORT  
 OPO PORTO, PORTUGAL  
 OPU BELLMO, PAPUA NEW GUINEA  
 OQU N KINGSTOWN, RI, QUONSET STATE AP  
 ORB OREGRO, SWEDEN  
 ORC OROCUE, COLOMBIA  
 ORD CHICAGO, ILLINOIS-O'HARE, USA



ORF NORFOLK/VA BEACH/WMBG, VA, USA  
ORG PARAMARIBO-2 EN HOOP, R. SURAMI  
ORH WORCESTER, MA, MUNICIPAL AIRPORT  
ORI PORT LIONS, ALASKA, USA  
ORK CORK, REPUBLIC OF IRELAND  
ORL ORLANDO, FLORIDA, USA  
ORN ORAN, ALGERIA  
ORV NOORVIK, ALASKA, USA  
ORW ORMARA, PAKISTAN  
ORY PARIS-ORLY, FRANCE  
OSA OSAKA, JAPAN  
OSC OSCODA, MI, WURTSMITH AFB  
OSD OATERSUND, SWEDEN  
OSH OSHKOSH, WISCONSIN, USA  
OSK OAKERSHAMN, SWEDEN  
OSL OSLO, NORWAY  
OSN OSAN, KOREA, OSAN AB  
OSR OATRAVA, CZECHOSLOVAKIA  
OSS OSH, CIS  
OSY NAMAOS, NORWAY  
OTD CONTADORA, PANAMA REPUBLIC  
OTH NORTH BEND, OREGON, USA  
OTI MOROTAI ISLAND, INDONESIA  
OTM OTTUMWA, IOWA, USA  
OTP BUCHAREST-OTOPENI, ROMANIA  
OTR COTO 47, COSTA RICA  
OTS ANACORTEA, WASHINGTON, USA  
OTU OLU, COLOMBIA  
OTZ KOTZEBUE, ALASKA, USA  
OUA OUAGADOUGOU, BURKINA FASO  
OUD OUJDA, MOROCCO  
OUE OUESSO, PEOP. REP. OF THE CONGO  
OUL OULU, FINLAND  
OUS OUNNBOS, SP, BRAZIL  
OUZ ZOUEKATA, MEURITANIA  
OVB NOVOSIBIRSK, CIS  
OVD ASTURIAE, SPAIN  
OWB OWENSBORO, KENTUCKY, USA  
OXR OXNARD, CALIFORNIA, USA  
OYE OYEM, GABON  
OZC OZAMIE CITY, PHILIPPINES  
OZH ZAPOROZH'YA, CIS  
OZP MORON, SPAIN, MORON AB  
OZR FORT RUCKER, AL, CAIRNS AAF  
OZZ OUARZAZALE, MOROCCO

P  
PAB BILASPUR, INDIA  
PAC PANAMA CITY-PALTILLA, PANAMA  
PAD PADERBORN, FED. REP. OF GERMANY  
PAE EVERETT, WASHINGTON, USA  
PAG PAGADIAN, PHILIPPINES

PAH PADUCAH, KENTUCKY, USA  
PAM PANAMA CITY, FL, TYNDALL AFB  
PAN PATTANI, THAILAND  
PAP PORT AU PRINCE, HAITI  
PAR PARIS, FRANCE  
PAS PAROS, GREECE  
PAT PATNA, INDIA  
PAV PAULO AFONSO, BA, BRAZIL  
PAY PAMOL, SABAH, MALAYSIA  
PAZ PORZO, RICA, MEXICO  
PBC PUEBIA, MEXICO  
PBE PUERTO BERRIO, COLOMBIA  
PBF PINE BLUFF, AR, GRIDER FIELD  
PBG PLATTSBURGH, NY, PLATTSBURGH AFB  
PBH PARO, BHUTAN  
PBI WEST PALM BEACH, FLORIDA, USA  
PBL PUERTO CABELLO, VENEZUELA  
PBM PARAMARIBO, REPUBLIC OF SUDAN  
PBO PARABURDOO, WA, AUSTRALIA  
PBU PUIEA, MYANMAR  
PCA PORTAGE CREEK, ALASKA, USA  
PCC PUERTO RICO, COLOMBIA  
PCH PALACIOS, HONDURAS  
PCL PUCALIPA, PERU  
PCN PICTON, NEW ZEALAND  
PCP PRINCIPE IS., PRINCIPE ISLAND  
PDA PUERTO INTRIDA, COLOMBIA  
PDB PEDRO BAY, ALASKA, USA  
PDE PENDIE PANDIE, SA, AUSTRALIA  
PDG PADANG, INDONESIA  
PDL PONTA DELGADA, PORTUGAL  
PDN PARNDANA, SA, AUSTRALIA  
PDP PUNTA DEL ESTE, URUGUAY  
PDT PENDLETON, OREGON, USA  
PDU PAYEANDU, URUGUAY  
PDX PORTLAND, OREGON, USA  
PEA PENNESHAW, SA, AUSTRALIA  
PEC PELICAN, ALASKA, USA  
PEE PERM, CIS  
PEG PERUGIA, ITALY  
PEI PERELRA, COLOMBIA  
PEK BEIJING-CAPITAL, P.R. CHINA  
PEN PUERTO MALDONADO, PERU  
PEN PENANG, MALAYSIA  
PEQ PECOS, TX, MUNICIPAL AIRPORT  
PER PERTH, WA. AUSTRALIA  
PET PELOTAS, RS, BRAZIL  
PEU PUERTO LEMORA, HONDURAS  
PEW PESHAWAR, PAKISTAN  
PFB PASSO FUNDO, RS, BRAZIL  
PFJ PATREKEFJORDUR, ICELAND  
PFN PANAMA CITY, FLORIDA, USA

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<b>PFO</b>	<b>PAPHOS, CYPRUS</b>	<b>PMA</b>	<b>PAMBA ISLAND, TANZANIA</b>
<b>PGA</b>	<b>PAGE, ARIZONA, USA</b>	<b>PMC</b>	<b>PUERTO MONTI, CHILE</b>
<b>PGF</b>	<b>PERPINGNAN, FRANCE</b>	<b>PMD</b>	<b>PALMDALE/LANCASTER, CALIFORNIA, USA</b>
<b>PGK</b>	<b>PANGKALPINANG, INDONESIA</b>	<b>PMI</b>	<b>PALMA, MALLORCA ISLAND, SPAIN</b>
<b>PGM</b>	<b>PORT GRAHAM, ALASKA, USA</b>	<b>PML</b>	<b>PORT MOLLER, ALASKA, USA</b>
<b>PGV</b>	<b>GREENVILLE, NORTH CAROLINA, USA</b>	<b>PMN</b>	<b>PUMAN, PAPUA NEW GUINEA</b>
<b>PHC</b>	<b>PORT HARCOURT, NIGERIA</b>	<b>PMO</b>	<b>PALERMO, ITALY</b>
<b>PHE</b>	<b>PORT HEDLAND, WAS, AUSTRALIA</b>	<b>PMQ</b>	<b>PERITO MORENO, SC, ARGENTINA</b>
<b>PHF</b>	<b>NEWPORT NEWS/WILLIAMSBURG, VA, USA</b>	<b>PMR</b>	<b>PALMERSTON NORTH, NEW ZEALAND</b>
<b>PHJ</b>	<b>PORT HUNTER, NSW, AUSTRALIA</b>	<b>PMV</b>	<b>PORTAMAR, VENEZUELA</b>
<b>PHL</b>	<b>PHILADELPHIA, PA/WILM' TON, DE, USA</b>	<b>PMW</b>	<b>PALMAS, TO, BRAZIL</b>
<b>PHO</b>	<b>POINT HOPE, ALASKA, USA</b>	<b>PMZ</b>	<b>PALMAR, COSTA RICA</b>
<b>PHS</b>	<b>PHITSANULOK, THAILAND</b>	<b>PNA</b>	<b>PAMPLONA, SPAIN</b>
<b>PHW</b>	<b>PHALABORWA, SOUTH AFRICA</b>	<b>PNB</b>	<b>PORTO NATIONAL, TO, BRAZIL</b>
<b>PHX</b>	<b>PHOENIX, ARIZONA, USA</b>	<b>PNC</b>	<b>PONCA CITY, OKLAHOMA, USA</b>
<b>PIA</b>	<b>PEORIA, ILLINOIS, USA</b>	<b>PND</b>	<b>PUNTA GORDA, BELIZE</b>
<b>PIB</b>	<b>LAUREL/HATTIESBURG, MS, USA</b>	<b>PNH</b>	<b>PHNOM PENH, CAMBODIA</b>
<b>PID</b>	<b>NASSAU-PARADISE, BAHAMAS</b>	<b>PNI</b>	<b>POHNPEI, CAROLINE IS., PAC. OCEAN</b>
<b>PIE</b>	<b>TAMPA/ST PETERSBURG/FL-ST PETE. USA</b>	<b>PNK</b>	<b>PONTIANAK, INDONESIA</b>
<b>PIH</b>	<b>POCATELLO, IDAHO, USA</b>	<b>PNL</b>	<b>PANTELLERIA, ITALY</b>
<b>PIK</b>	<b>GLASGOW, UNITED KING, PRESWICK AP</b>	<b>PNP</b>	<b>POPONDETTA, PAPUA NEW GUINEA</b>
<b>PIP</b>	<b>PILOT POINT, ALASKA, USA</b>	<b>PNQ</b>	<b>POONA, INDIA</b>
<b>PIR</b>	<b>PIERRE, SOUTH DAKOTA, USA</b>	<b>PNR</b>	<b>POINTE NOIRE, PEOP. REP. OF CONGO</b>
<b>PIS</b>	<b>POITIERS, FRANCE</b>	<b>PNS</b>	<b>PENSACOLA, FLORIDA, USA</b>
<b>PIT</b>	<b>PITTSBURGH, PENNSYLVANIA, USA</b>	<b>PNZ</b>	<b>PERROLINA, PE, BRAZIL</b>
<b>PIU</b>	<b>PIURA, PERU</b>	<b>POA</b>	<b>PORTO ALEGRE, RS, BRAZIL</b>
<b>PIX</b>	<b>PICO ISLAND, PORTUGAL (AZORES)</b>	<b>POB</b>	<b>FAYETTEVILLE, NC, POPE AFB</b>
<b>PIZ</b>	<b>POINT LAY, ALASKA, USA</b>	<b>POE</b>	<b>FORT POLK, LA, POLK AAF</b>
<b>PJG</b>	<b>PANJGUR, PAKISTAN</b>	<b>POG</b>	<b>PORT GENTIL, GABON</b>
<b>PKA</b>	<b>NAPASKIAK, ALASKA, USA</b>	<b>POL</b>	<b>PEMBA, MOZAMBIQUE</b>
<b>PKB</b>	<b>PARKERSBURG, WEST VIRGINIA, USA</b>	<b>POM</b>	<b>PORT MORESBY, PAPUA NEW GUINEA</b>
<b>PKC</b>	<b>PETROPAVLOVSK-KAMCHATSKY, CIS</b>	<b>POO</b>	<b>POCOS DE CALDAS, MG, BRAZIL</b>
<b>PKE</b>	<b>PARKET, NSW, AUSTRALIA</b>	<b>POP</b>	<b>PUERTO PLATA, DOMINICAN REP.</b>
<b>PKN</b>	<b>PANGKALANBUUN, INDONESIA</b>	<b>POQ</b>	<b>POLK INLET, ALASKA, USA</b>
<b>PKP</b>	<b>PUKA PUKA, FRENCH POLYNESIA</b>	<b>POR</b>	<b>POR, FINLAND</b>
<b>PKU</b>	<b>PEKANBARU, INDONESIA</b>	<b>POS</b>	<b>PORT OF SPAIN, TRIN &amp; TOB.</b>
<b>PKW</b>	<b>SELEBI-PHIKWE, BOTSWANA</b>	<b>POT</b>	<b>PORT ANTONIO, JAMAICA</b>
<b>PKY</b>	<b>PALANGKARAYA, INDONESIA</b>	<b>POU</b>	<b>POUGHKEEPSIE, NEW YORK, USA</b>
<b>PKZ</b>	<b>PAKSE, LAOS</b>	<b>POX</b>	<b>PONTOISE, FRANCE</b>
<b>PLA</b>	<b>PLANADAS, HONDURAS</b>	<b>PPB</b>	<b>PRESIDENTE PRUDENTE, SP, BRAZIL</b>
<b>PLB</b>	<b>PLATTSBURGH, NEW YORK, USA</b>	<b>PPE</b>	<b>PUERTO PENASCO, MEXICO</b>
<b>PLD</b>	<b>PLAYS SAMARA, COSTA RICA</b>	<b>PPG</b>	<b>PANGO PANGO, AMERICAN SAMOA</b>
<b>PLH</b>	<b>PLYMOUTH, ENGLAND UK</b>	<b>PPN</b>	<b>POPAYAN, COLOMBIA</b>
<b>PLM</b>	<b>PALEMBANG, INDONESIA</b>	<b>PPP</b>	<b>PROSERPINE, QLD, AUSTRALIA</b>
<b>PLN</b>	<b>PELLSTON, MICHIGAN, USA</b>	<b>PPQ</b>	<b>PARAPARAUMU, NEW ZEALAND</b>
<b>PLO</b>	<b>PORT LINCOLN, SA, AUSTRALIA</b>	<b>PPS</b>	<b>PUERTO PRINCESA, PHILIPPINES</b>
<b>PLQ</b>	<b>PALANGA, LITHUANA</b>	<b>PPT</b>	<b>PAPEELE, FRENCH POLYNESIA</b>
<b>PLS</b>	<b>PROVIDENCIALES, TURKS &amp; CAUCOS IS</b>	<b>PPV</b>	<b>PORT PROTECTION, ALASKA, USA</b>
<b>PLU</b>	<b>BELO HORIZONTE, MG-PAMPULHA, BRAZIL</b>	<b>PQI</b>	<b>PRESQUE ISLE, MAINE, USA</b>
<b>PLW</b>	<b>PALU, INDONESIA</b>	<b>PQQ</b>	<b>PORT MACQUARIE, NSW, AUSTRALIA</b>
<b>PLX</b>	<b>SEMIPATATINSK, CIS</b>	<b>PQS</b>	<b>PILOT STATION, ALASKA, USA</b>
<b>PLZ</b>	<b>PORT ELIZABETH, SOUTH AFRICA</b>	<b>PRB</b>	<b>PASO ROBLES, CA</b>

PRC PRESCOTT, ARIZONA, USA  
PRG PRAGUE, CZECHOSLOVAKIA  
PRH PHRAE, THAILAND  
PRM PORTMAO, PORTUGAL  
PRN PRISINA, YUGOSLAVIA  
PRS PARASI, SOLOMON ISLAND  
PRX PARIS, TEXAS, USA  
PSA PISA, ITALY  
PSC PASCO, WASHINGTON, USA  
PSE PONCE, PEURTO RICO  
PSG PETERSBURG, ALASKA, USA  
PSI PASNI, PAKISTAN  
PSJ POAO, INDONESIA  
PSM PORTSMOUTH, NH, PEASE AFB  
PSO PASTO, COLOMBIA  
PSP PALM SPRINGS, CALIFORNIA, USA  
PSR PESCARA, ITALY  
PSS POAADAS, ML. ARGENTINA  
PSZ PAURTO SUAREZ, BOLIVIA  
PTA PORT ALSWORTH, ALASKA, USA  
PTC PORT ALICE, ALASKA, USA  
PTD PORT ALEXANDER, ALASKA, USA  
PTF MALOLOLAILAI, FIJI  
PTG PIETERSBURG, SOUTH AFRICA  
PTH PORT HELDEN, ALASKA, USA  
PTI PORT DOUGLAS, QLD, AUSTRALIA  
PTJ PORTLAND, VIC, AUSTRALIA  
PTL PORT ARMSTRONG, ALASKA, USA  
PTP POINTE A. PITRE, GUADELOUPE  
PTU PLAINUM, ALASKA, USA  
PTY PANAMA CITY, PANAMA REPUBLIC  
PUB PUEBLO, COLORADO, USA  
PUC PRICE, UTAH, USA  
PUD PUERTO DESEADO, SC, ARGENTINA  
PUF PAU, FRANCE  
PUG PORT AUGUSTA, SA, AUSTRALIA  
PUJ PUNTA CANA, DOMINICAN REP.  
PUK PUKARUA, FRENCH POLYNESIA  
PUM POMALAA, INDONESIA  
PUQ PUNTA ARENAS, CHILE  
PUS PUSAN, REPUBLIC OF KOREA  
PUU PUERTO ASIS, COLOMBIA  
PUW PULLMAN, WASHINGTON, USA  
PUY PULA, YUGOSLAVIA  
PVC PROVINCETOWN, MASSACHUSETTS, USA  
PVD PROVIDENCE, RHODE ISLAND, USA  
PVH PORTO VELNO, RO, BRAZIL  
PVK PREVEZA/LEFKAS, MEXICO  
PVO PORTOVIEJO, ECUADOR  
PVR PEURTO VALIANA, MEXICO  
PVU PROVO, UT, MUNICIPAL AIRPORT  
PWI PAWI, ETHIOPIA

PWK CHICAGO, ILLINOIS-PAL WAUKEA, USA  
PWM PORTLAND, MAINE, USA  
PWT BREMERTON, WA, NATL AIRPORT  
PXM PUERTO ESCONDIDO, MEXICO  
PXO PORTO SANTO, PORTUGAL (MADERIA)  
PYB JEYPORE, INDIA  
PYE PENIHYN ISLAND, COOK IS, S. PACIFIC  
PYH PUERTO AYACHUCHO, VENEZUELA  
PZB PIETERMARITZBURG, SOUTH AFRICA  
PZE PENZANCE, ENGLAND UK  
PZH ZHOB, PAKISTAN  
PZO PUERTO ORGAZ, VENEZUELA  
PZU PORT SUDAN, SUDAN  
PZY PIESTANY, CZECHOSLOVAKIA

Q  
QBC BELLA COOLP, BC, CANADA  
QCE COPPER MOUNTAIN, COLORADO, USA  
QDU DUESSELDORF-MAIN RR FED REP GERMANY  
QJB JUBAIL, SAUDI ARABIA  
QKB BRECKENRIDGE, COLORADO, USA  
QKL COLOGNE/BONN-MAIN RR FED REP GER  
QKS KEYSTONE, COLORADO, USA  
QWP WINTER PARK, COLORADO, USA

R  
RAB RABAU, PAPUA NEW GUINEA  
RAE ARAR, SAUDI ARABIA  
RAF RAS AN NAQB, ARAB REP. OF EGYPT  
RAH RAFHA, SAUDI ARABIA  
RAI PRAIA, CAPE VERDE ISLANDS  
RAJ RAJKOT, INDIA  
RAK MARRAKECH, MOROCCO  
RAM RAMINGINING, NT, AUSTRALIA  
RAO RIBEIRAO PRETO, SP, BRAZIL  
RAP RAPID CITY, SOUTH DAKOTA, USA  
RAR RAROTONGA, COOK IS., SOUTH PACIFIC  
RAS RASHI, IRAN, ISLAMIC REP. OF  
RAZ RAWALA KOT, PAKISTAN  
RBA RABAT, MOROCCO  
RBP RABARABA, PAPUA NEW GUINEA  
RBQ RURRENABAQUE, BOLIVIA  
RBR RIO BRANCO, AC, BRAZIL  
RBY RUBY, ALASKA, USA  
RCA RAPID CITY, SD, ELLSWORTH AFB  
RCB RICHARDS BAY, SOUTH AFRICA  
RCE ROCHE HARBOR, WASHINGTON, USA  
RCH RIOHACHA, COLOMBIA  
RCL REDCLIFF, VANUATU  
RCM RICHMOND, QLD, AUSTRALIA  
RCN AMERICAN RIVER, SA, AUSTRALIA  
RCU RIO CUARTO, CD, ARGENTINA

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RDC	REDENCAO, PA, BRAZIL	RME	ROME, NY, GRIFFISS AFB
RDD	REDDING, CALIFORNIA, USA	RMG	ROME, GA, RICHARD B RUSSELL AIRPORT
RDE	MERDEY, INDONESIA	RMK	RENNMARK, SA, AUSTRALIA
RDG	READING, PENNSYLVANIA, USA	RMP	RAMPART, ALASKA, USA
RDM	REDMOND, OREGON, USA	RMS	RAMSTEIN, GERMANY, RAMSTEIN AB
RDR	GRAND FORKS, ND, GRAND FORKS AFB	RNB	RONNEBY, SWEDEN
RDU	RALEIGH/DURHAM, NORTH CAROLINA, USA	RND	UNIVERSAL CITY, TX, RANDOLPH AFB
RDV	RED DEVIL, ALASKA, USA	RNE	ROANNE, FRANCE
RDZ	RODEZ, FRANCE	RNJ	YORON-JIMA, JAPAN
REA	REAO, FRENCH POLYNESIA	RNL	RENNELL ISLAND, SOLOMON ISLANDS
REC	RECLTE, PE, BRAZIL	RNN	RONNE, DENMARK
REE	LUBBOCK, TX, REESE AFB	RNO	RENO, NEVADA, USA
REG	REGGIO, ITALY, TITO MANNITI AIRPORT	RNR	ROBINSON RIVER, PAPUA NEW GUINEA
REK	REYKJAVIK, ICELAND	RNS	RENNES, FRANCE
REL	TRELEW, CB, ARGENTINA	ROA	ROANOKE, VIRGINIA, USA
REN	ORENBURG, CIS	ROB	MONROVIA-ROBERTS, LIBERIA
RES	RESISTENCIA, CH, ARGENTINA	ROC	ROCHESTER, NEW YORK, USA
RET	ROST, NORWAY	ROK	ROCKHAMPTON, QLD, AUSTRALIA
REW	REWA, INDIA	ROM	ROME, ITALY
REX	REYNOSA, MEXICO	ROO	RONDONOPOLIS, MT, BRAZIL
RFD	ROCKFORD, ILLINOIS, USA	ROP	ROTA, MANANA ISLANDS
RFN	RAUFARHOLN, ICELAND	ROR	KOROR, PALAU ISLAND, PACIFIC OCEAN
RFP	RAIATEA, FRENCH POLYNESIA	ROS	ROSARIO, SF, ARGENTINA
RGA	RIO GRANDE, TF, ARGENTINA	ROT	ROTORUA, NEW ZEALAND
RGE	PORGERA, PAPUA NEW GUINEA	ROV	ROSTOV, CIS
RGH	BALURGHAT, INDIA	ROW	ROSWELL, NEW MEXICO, USA
RGI	RANGIROA, FRENCH POLYNESIA	ROY	RIO MAYO, CB, ARGENTINA
RGL	RIO GALLEGOS, SC, ARGENTINA	RPM	NGUKUFF, NT, AUSTRALIA
RGN	YANGON, MYANMAR	RPN	ROSH-PINA, GALILEE, ISREAL
RGT	RENGAT, INDONESIA	RPR	RAIPUR, INDIA
RHE	REIMS, FRANCE	RRG	RODRIGUES IS., MAURITIUS
RHI	RHINELANDER, WISCONSIN, USA	RRK	ROURKELA, INDIA
RHO	RHODES, GREECE	RRS	ROROS, NORWAY
RIA	SANTA MARIA, RS, BRAZIL	RSA	SANTA ROSA, LP, ARGENTINA
RIB	RIBERALTA, BOLIVIA	RSB	ROSEBETH, QLD, AUSTRALIA
RIC	RICHMOND/WMBG, VIRGINIA, USA	RSD	ROCK SOUND, BAHAMAS
RIF	RICHFIELD, UTAH, USA	RSE	SYDNEY, NSW-ROSE BAY, AUSTRALIA
RIG	RIO GRANDE, RS, BRAZIL	RSH	RUSSIAN MISSION, ALASKA, USA
RIJ	RIOJA, PERU	RSJ	ROSARIO, WASHINGTON, USA
RIN	RING COVE, SOLOMON ISLANDS	RSS	ROSEIRES, SUDAN
RIO	RIO DE JANEIRO, RJ, BRAZIL	RST	ROCHESTER, MINNESOTA, USA
RIV	RIVERSIDE, CA, MARCH AFB	RSU	YOSU, REPUBLIC OF KOREA
RIW	RIVERTON, WYOMING, USA	RSW	FORT MYERS, FLORIDA-REGIONAL, USA
RIX	RIGE, LATVIA	RTA	ROTUMA, FIJI
RIY	RIYAN, YEMEN, REPUBLIC OF	RTB	ROATAN, HONDURAS
RJA	RAJAHMUNDY, INDIA	RTG	RUTONG, INDONESIA
RJH	RAJSHAHI, BANGLADESH	RTI	ROTI, INDONESIA
RKD	ROCKLAND, MAINE, USA	RTM	ROTTERDAM, NETHERLANDS
RKS	ROCK SPRINGS, WYOMING, USA	RTS	ROTTNEST IS., WA, AUSTRALIA
RKT	RAS AL KHAUMAH, U.A. EMIRATES	RTW	SARATOV, CIS
RMA	ROMA, QLD, AUSTRALIA	RTY	MERTY, SA AUSTRALIA
RMD	RAMAGUNDAM, INDIA	RUH	RIYADH, SAUDI ARABIA

RUR RURULU, FRENCH POLYNESIA  
RUS MARAU, SOLOMON ISLANDS  
RUT RUTLAND, VERMONT, USA  
RVE SARAVENA, COLOMBIA  
RVK ROERVIK, NORWAY  
RVN ROVANIEITTI, FINLAND  
RVY RIVERA, URUGUAY  
RNB ROWAN BAY, ALASKA, USA  
RNI ROCKY MOUNT/WILSON, NC, USA  
RWL RAWLINS, WY, MUNICIPAL AIRPORT  
RXS ROXAS CITY, PHILIPPINES  
RYK RANIM YAR KHAN, PAKISTAN  
RYO RIO TURBIO, SC ARGENTINA  
RZA SANTA CRUZ, SC, ARGENTINA  
RZE RZEAZOW, POLAND

S

SAB SABA, NETH. ANTILLES  
SAF SANTA FE, NEW MEXICA, USA  
SAH SANAA, YEMEN, REPUBLIC OF  
SAK SAUDARKKROKUF, ICELAND  
SAL SAN SAVLADOR, EL SALVADOR  
SAM SALAMO, PAPUA NEW GUINEA  
SAN SAN DIEGO, CALIFORNIA, USA  
SAO SAN PAULO, SP, BRAZIL  
SAP SAN PEDRO SULA, HONDURAS  
SAQ SAN ANDROS, BAHAMAS  
SAT SAN ANTONIO, TEXAS, USA  
SAU SAWU, INDONESIA  
SAV SAVANNAH, GEORGIA, USA  
SAW GWINN, MI, K I SAWYER AFB  
SBA SANTA BARBARA, CALIFORNIA, USA  
SBD SAN BERNADINO, CA, NORTON AFB  
SBH ST. BARTHELEMY, GUADELOUPE  
SBK ST. BRIEUC, FRANCE  
SBL SANTA ANA, BOLIVIA  
SBN SOUTH BEND, INDIANA, USA  
SBO SALINA, UTAH, USA  
SBP SAN LUIS OBISPO, CALIFORNIA, USA  
SBR SALBAI ISLAND, QLD, AUSTRALIA  
SBS STEAMBOAT SPRINGS, COLORADO, USA  
SBU SPRINGBOK, SOUTH AFRICA  
SBW SIBU, SARAWAK, MALAYSIA  
SBY SALISBURY, MARYLAND, USA  
SBZ SIBLU, ROMANIA  
SCC PRUDHOE BAY/DEADHORSE, ALASKA, USA  
SCE STATE COLLEGE, PENNSYLVANIA, USA  
SCH SCHENECTADY, NY  
SCK STOCKTON, CALIFORNIA, USA  
SCL SANTIAGO, CHILE  
SCN SCAMMON BAY, ALASKA, USA  
SCN SAARBRUECKEN, FED. REP. OF GERMANY

SCO SHEVCHENKO, CIS  
SCQ SANTIAGO DE COMPOSTELA, SPAIN  
SCT SOCOTRA, YEMEN, REPUBLIC OF  
SCU SANTIAGO, CUBA  
SCV SUCEAVA, ROMANIA  
SCW SYKTYVKAR, CIS  
SCZ SANTA CRUZ, SOLOMON ISLANDS  
SDA BAGHDAD-SADDAM, IRAQ  
SDD LUBANGO, ANGOLA  
SDE SANTIAGO DEL ESTERO, SE, ARGENTINA  
SDF LOUISVILLE, KENTUCKY, USA  
SDJ SENDAI, JAPAN  
SDK SANDAKAN, SABAH, MALAYSIA  
SDL SUNDSVAT, SWEDEN  
SDM SAN DIEGO, CA, BROWN FIELD MUNI AP  
SDN SANDANE, NORWAY  
SDP SAND POINT, ALASKA, USA  
SDQ SANTO DOMINGO, DOMINICAN REPUBLIC  
SDR SANTANDER, SPAIN  
SDT SAIDU SHARIF, PAKISTAN  
SDU RIO DE JANEIRO, RJ-DUMONT, BRAZIL  
SDV TEL AVIV YAFU-SDE DOV. ISRAEL  
SDX SEDONA, ARIZONA, USA  
SDY SIDNEY, MONTANA, USA  
SDZ SHETLAND ISLANDS, SCOTLAND UK  
SEA SEATTLE/TACOMA, WASHINGTON, USA  
SEB SEBNA, LIBYAN A. JAMAHIRIYA  
SED SEDOM, ISRAEL  
SEF SEBRING, FL, REGIONAL AIRPORT  
SEH SENGGEH, INDONESIA  
SEL SEOUL, REPUBLIC OF KOREA  
SEM SELMA, AL, CRAIG FIELD  
SEX SEMBACH, GERMANY, SEMBACH AB  
SEY SELIBABY, MAURITANIA  
SEZ MAHE IS., SEYCHELLES IS. INDIAN OC.  
SFA SFAX, TUNISIA  
SFD SAN FERNANDO DE APURE, VENEZUELA  
SFF SPOKANE, WA, FELTS FIELD  
SFG ST. MAARTEN-ESPERANCE, NETH. ANT.  
SFJ SONDRE STROMLJORD, GREENLAND  
SFN SANTA FE, SF, ARGENTINA  
SFO SAN FRANCISCO, CALIFORNIA, USA  
SFT SKELLEFREA, SWEDEN  
SFU SAFIA, PAPUA NEW GUINEA  
SGC SURGUT, CIS  
SGD SONDERBORG, DENMARK  
SGF SPRINGFIELD, MISSOURI, USA  
SGH SPRINGFIELD, OH, SPFD-BECKLEY AP  
SGN HO CHI MINH, SOC. REP. OF VIET NAM  
SGU ST GEORGE, UTAH, USA  
SGV SIERRA GRANDE, RN, ARGENTINA  
SGX SONGEA, TANZANIA

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SGY	SKAGWAY, ALASKA, USA	SKG	THESSALONIKI, GREECE
SHA	SHANGHAI, P.R. CHINA	SKK	SHAKTOOLIK, ALASKA, USA
SHD	SHENANDOAH VALLEY AIRPORT, VA, USA	SKN	STORMARKNES, NORWAY
SHE	SHERIYANG, P.R. CHINA	SKO	SOKOTO, NIGERIA
SHG	SHUNGNAK, ALASKA, USA	SKP	SKOPJE, YUGOSLAVIA
SHH	SHISHMAREF, ALASKA, USA	SKR	SHAKISO, ETHIOPIA
SHI	SHIMOJISHIMA, JAPAN	SKS	VOJENS, DENMARK
SHJ	SARJAH, U.A. EMIRATES	SKU	SKIROS, GREECE
SHL	SHILLONG, INDIA	SKV	SANTA KATERINA, ARAB REP. OF EGYPT
SHM	NANKI SHIRAHAMA, JAPAN	SKZ	SUKKUR, PAKISTAN
SHO	SOKCHO, REPUBLIC OF KOREA	SLA	SALTA, SA, ARGENTINA
SHP	OINHUANGDAO, P.R. CHINA	SLC	SALT LAKE CITY, UTAH, USA
SHR	SHERIDAN, WYOMING	SLD	SLIAC, CZECHOSLOVAKIA
SHS	SHASHI, P.R. CHINA	SLE	SALEM, OREGON, USA
SHV	SHREVEPORT, LOUISIANA, USA	SLH	SOLA, VANUATU
SHW	SHARURAH, SAUDI ARABIA	SLK	SARANAC LAKE, NEW YORK, USA
SHX	SHAGELUK, ALASKA, USA	SLL	SALAISH, OMAN
SHY	SHINYANGA, TANZANIA	SLN	SALINA, KANSAS, USA
SIA	XI AN P.R. CHINA	SLP	SAN LUIS POIOSI, MEXICO
SID	SAL. CAPE VERDE ISLANDS	SLQ	SLEEMUTE, ALASKA, USA
SIG	SAN JUAN-ISLE GRAND, PUERTO RICO	SLU	ST. LUCIA, WEST INDIES
SIJ	SIGIUFJORDUR, ICELAND	SLV	SIMIA, INDIA
SIM	SIMBAL, PAPUA NEW GUINEA	SLW	SALTILLO, MEXICO
SIN	SINGAPORE, SINGAPORE	SLX	SALT CAY, TURKS & CALCOS IS.
SIO	SMITHTON, TASMANIA, AUSTRALIA	SLZ	SAO LUIZ, MA, BRAZIL
SIP	SIMFEROPOL, CIS	SMA	SANTA MARTA, PORTUGAL (AZORES)
SIQ	SINGKEP, INDONESIA	SMF	SACRAMENTO, CALIFORNIA, USA
SIS	SISHEN, SOUTH AFRICA	SMI	SAMOS ISLAND, GREECE
SIT	SITKA, ALASKA, USA	SMK	ST. MICHAEL, ALASKA, USA
SIY	MONTAGUE, CA, SISKIYOU CTY AIRPORT	SML	STELLA MARIS, LONG ISLAND, BAHAMAS
SIZ	GERBINI, SICILY, SIGONELLA AIRPORT	SMM	SEMPORNA, SABAH, MALAYSIA
SJB	SAN JOEQUIN, BOLIVIA	SMO	SANTA MONICA, CA
SJC	SAN JOSE, CALIFORNIA, USA	SMR	SANTA MARIA, COLOMBIA
SJD	LOS CABOS, MEXICO	SMS	ST. MARIE, DEM. REP. MADAGASCAR
SJE	SAN JOSE DEL GUAVIARO, COLOMBIA	SMW	SMARA, MOROCCO
SJF	ST. JOHN, VIRGIN ISLANDS	SMX	SANTA MARIA, CALIFORNIA, USA
SJI	SAN JOSE, PHILIPPINES	SNA	ORANGE COUNTY, CALIFORNIA, USA
SJJ	SARAJEVO, YUGOSLAVIA	SNB	SNAKE BAY, NT, AUSTRALIA
SJK	SAO JOSE DOS CAMPOS, SP, BRAZIL	SNE	SAO NICOLAU, CAPE VERDE ISLANDS
SJO	SAN JOSE, COSTA RICA	SNG	SAN IGNACIO DE VELSSCO, BOLIVIA
SJP	SAO JOSE DO RIO PRETO, SP, BRAZIL	SNN	SHANNON, REPUBLIC OF IRELAND
SJT	SAN ANGELO, TEXAS, USA	SNO	SAKON NAKHON, THAILAND
SJU	SAN JUAN, PUERTO RICO	SNP	ST. PAUL ISLAND, ALASKA, USA
SJW	SHIJIAZHUANG, P.R. CHINA	SNW	THANDWE, MYANMAR
SJY	SEINAJOKI, FINLAND	SNY	SIDNEY, NEBRASKA, USA
SJZ	SAN JORGE ISLAND, PROTUGAL (AZORES)	SOC	SOLO CITY, INDONESIA
SKA	SPOKANE, WA, FAIRCHILD AFB	SOE	SOUANKE, PEOP. REP. OF THE CONGO
SKB	ST. KITTS, LEEWARD ISLANDS	SOF	SOFIA, BULGARIA
SKC	SUKI, PAPUA NEW GUINEA	SOG	SOGNDAL, NORWAY
SKD	SAMARKAND, CIS	SOI	SOUTH MOIE ISLAND, QLD, ALASKA
SKE	SKLEN, NORWAY	SOJ	SORKJOSEN, NORWAY
SKF	SAN ANTONIO, TX, KELLY AFB	SOM	SAN TOME, VENEZUELA

SON	ESPIRTU SANTO, VANUATU	STL	ST LOUIS, MISSOURI, USA
SOO	SODERHAMN, SWEDEN	STM	SANTAREM, PA, BRAZIL
SOP	PINEHURST, NORTH CAROLINA, USA	STN	LONDON-STANSTED, ENGLAND UK
SOQ	SORONG, INDONESIA	STO	STOCKHOLM, SWEDEN
SOT	SODANKYIA, FINLAND	STR	STUTTGART, FED. REP. OF GERMANY
SOU	SOUTHAMPTON, ENGLAND UK	STS	SANTA ROSA, CALIFORNIA, USA
SOV	SELDOVIA, ALASKA, USA	STT	ST THOMAS, VIRGIN ISLANDS
SPC	SANTA CRUZ LA PALMA, CANARY ISLANDS	STV	SURAT, INDIA
SPD	SALDPUR, BANGLADESH	STW	STAVROPOL, CIS
SPI	SPRINGFIELD, ILLINOIS, USA	STX	ST CROIX, VIRGIN ISLANDS
SPK	SAPPORO, JAPAN	STY	SALTO, URUGUAY
SPM	SPANGDAHLEM, GERMANY SPANGDAHLEM AB	STZ	SANTA TEREZINHA, MT, BRAZIL
SPN	SAIPAN, MARIANA ISLANDS	SUB	SURABAYA, INDONESIA
SPP	MENONGUE, ANGOLA	SUE	STURGEON BAY, WISCONSIN, USA
SPQ	SAN PEDRO, CALIFORNIA, USA	SUF	LAMEZIA TERME, ITALY
SPR	SAN PEDRO, BELIZE	SUG	SURIGAO, PHILIPPINES
SPS	WICHITA FALLS, TEXAS, USA	SUH	SUR, OMAN
SPU	SPLIT, YUGOSLAVIA	SUI	SUKHUMI, CIS
SPW	SPENCER, IOWA, USA	SUJ	SATU MARE, ROMANIA
SPY	SAN PEDRO, COTE D'IVOIRE	SUL	SUI, PAKISTAN
SQC	SOUTHERN CROSS, WA, AUSTRALIA	SUN	SUN VALLEY, IDAHO, USA
SQI	STERLING/ROCK FALLS, ILLINOIS, USA	SUT	SUMBAWANGA, TANZANIA
SRE	SUCRE, BOLIVIA	SUU	FAIRFIELD, CA, TRAVIS AFB
SRF	SAN RAFAEL, CA, HAMILTON FIELD	SUV	SUVA, FIJI
SRG	SEMARANG, INDONESIA	SUX	SIOUX CITY, IOWA, USA
SRI	SAMARINDA, INDONESIA	SVA	SAVOONGA, ALASKA, USA
SRJ	SAN BORJA, BOLIVIA	SVB	SAMBAVA, DEM. REP, MADAGASCAR
SRM	SANDRINGHAM, QLD, AUSTRALIA	SVC	SILVER CITY, NEW MEXICO, USA
SRN	STRAHAN, TAZMANIA, AUSTRALIA	SVD	ST. VINCENT, WINDWARD ISLANDS
SRO	SANTANA RAMOS, COLOMBIA	SVG	STAVANGER, NORWAY
SRQ	SARASOTA/BRADENTON, FLORIDA, USA	SVI	SAN VINCENTE DEL CAGUAN, COLOMBIA
SRV	STONY RIVER, ALASKA, USA	SVJ	SVOLVAER, NORWAY
SRX	SART, LIBYAN A JAMAHIRYA	SVL	SAVONLINNA, FINLAND
SRY	SARY, IRAN, ISLAMIC REP. OF	SVN	SAVANNAH, GA, HUNTER AAF
SRZ	SANTA CRUZ, BOLIVIA	SVO	MOSCOW-SHEREMETYE, CIS
SSA	SALVADOR, BA, BRAZIL	SVP	KULTO, ANGOLA
SSC	SUMTER, SC, SHAW AFB	SVQ	SEVILLE, SPAIN
SSG	MALABO, EQUATORIAL GUINEA	SVS	STEVENS VILLAGE, ALASKA, USA
SSH	SHARM E SHEIKH, ARAB REP. OF EGYPT	SVU	SAVUSAVU, FIJI
SSJ	SANDNESSJOEN, NORWAY	SVW	SPARREVOHN, AK, SPARREVOHN AFS
SSM	SAULT STE MARIE, MICHIGAN, USA	SVX	EKATENNBURG, CIS
SSN	SENECA ARMY DEPOT, NYM SENECA AAF	SVZ	SAN ANTONIO, VENEZUELA
SSR	SARA, VANUATU	SWA	SHANTOU, P.R. CHINA
SSS	SIASSI, PAUPA NEW GUINEA	SWD	SEWARD, ALASKA, USA
SSX	SAMSUM, TURKEY	SWF	NEWBERG, NEW YORK, USA
SSY	M'BANZA CONGO, ANGOLA	SWG	SATWAG, PAPUA NEW GUINEA
STB	SANTA BARBARA, ZULIA, VENEZUELA	SWJ	SOUTH WEST BAY, VANUATU
STD	SANTO DOMINGO, VENEZUELA	SWO	STILLWATER, OKLAHOMA, USA
STE	STEVENS POINT, WI	SWP	SWAKOPMUND, NAMIBIA
STG	ST. GEORGE ISLAND, ALASKA, USA	SWQ	SUMBAWA ISLAND, INDONESIA
STI	SANTIAGO, DOMINICAN REP.	SXB	STRASBOURG, FRANCE
STJ	ST JOSEPH, MO, ROSECARNS MEM AP	SXF	BERLIN-SCHOENEFLD, F.R. OF GERMANY

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SXP SHELDON POINT, ALASKA, USA  
SXQ SLDOTNA, ALASKA, USA  
SXR STINAGAR, INDIA  
SXS SAGABAT 16, MALAYSIA  
SXT TAMART NEGARA, MALAYSIA  
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SYA SHEMA ISLAND, ALASKA, USA  
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SYD SYDNEY, NSW, AUSTRALIA  
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Szs STEWART ISLAND, NEW ZEALAND

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TAE TAEGU, REPUBLIC OF KOREA  
TAG TAGBILARAN, PHILIPPINES  
TAH TANNA ISLAND, VANUATU  
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TAK TAKAMATSU, JAPAN  
TAL TANANA, ALASKA, USA  
TAM TAMPICO, MEXICO  
TAO QINGDAO, P.R. CHINA  
TAP TAPACHULA, MEXICO  
TAS TASHKENT, CIS  
TAT TATRY/POPRAD, CZECHOSLOVAKIA  
TAV TAU ISLAND, AMERICAN SAMOA  
TAW TACUAREMBO, URUGUAY  
TAZ TASHAUZ, CIS  
TBE TIMBUNKE, PAPUA NEW GUINEA  
TBF TABILEUEA NORTH, REP. OF KIRIBATI  
TBG TABUBIL, PAPUA NEW GUINEA  
TBH TABLAS, PHILIPPINES  
TBN FORT LEONARD WOOD, MISSOURI, USA  
TBO TABORA, TANZANIA  
TBP TUMBES, PERU  
TBS TBILIAI, CIS  
TBT TABATINGA, AM, BRAZIL  
TBU TONGATAPU, TONGA ISLAND, S. PACIFIC

TBZ TABRIZ, IRAN, ISLAMIC REP. OF  
TCA TENNANT CREEK, NT, AUSTRALIA  
TCB TREASURE CAY, BAHAMAS  
TCE TUICEA, ROMANIA  
TCH TCHIBANGA, GABON  
TCI TENERITE, CANARY ISLANDS  
TCJ BATMAN, TURKEY, MILITARY FIELD  
TCL TUSCALOOSA, ALABAMA, USA  
TCM TACOMA, WA, MCCORD AFB  
TCO TUNACO, COLOMBIA  
TCQ TACNA, PERU  
TCT TAKOMA, ALASKA, USA  
TCU THABA NEHU, SOUTH AFRICA  
TDA TRINIDAD, COLOMBIA  
TDB TELABEDI, PAPUA NEW GUINEA  
TDD TRINIDAD, BOLIVIA  
TDG TANDAG, PHILIPPINES  
TEB TETERBORO, NJ  
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TEE TBESSA, ALGERIA  
TEF TETLER, WA, AUSTRALIA  
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TFL TEOLILLO OTONI, MG, BRAZIL  
TFN TENERIFE-N LOSRODEO, CANARY ISLAND  
TFS TENERIFE-REINASOLIA, CANARY ISLAND  
TGA TENGAH, SINGAPORE  
TGD THOGRAD, YUGOSLAVIA  
TGG KUSIA TERENGGANU, MALAYSIA  
TGH TONGOA, VANUATU  
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TGJ TIGE, LOYALTY ISLAND, PACIFIC OCEAN  
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TGO TONGLIAO, P.R. CHINA  
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TGU TEGUCIGALPA, HONDURAS  
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THE TERESINA, PL. BRAZIL  
THF BERLIN-TEMPELHOF, F.R. OF GERMANY  
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THK THAKHEK, LAOS  
THL TACHILEK, MYANMAR



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THR	TEHRAN, IRAN, ISLAMIC REP. OF	TMC	TAMBOLAKA, INDONESIA
THU	THULE, GREENLAND, THULE AB	TME	TAME, COLOMBIA
THY	THOHOYANDOU, SOUTH AFRICA	TMG	TOMANGGONG, MALAYSIA
TIA	TIRANA, ALBANIA	TMH	TANAHMERAH, INDONESIA
TIC	TINAK, MARSHALL ISLANDS	TML	TAMALE, GHANA
TID	TIARET, ALGERIA	TMM	TAMATAVE, DEM. REP. MADAGASCAR
TIE	TIPPI, ETHIOPIA	TMN	TAMANA, REP. OF KIRIBATI
TIF	TAIF, SAUDI ARABIA	TMP	TAMPERE, FINLAND
TIH	TIKEHAU ATOLL, FRENCH POLYNESIA	TMR	TAMENRASSET, ALGERIA
TIJ	TIJUANA, MEXICO	TMS	SAO TOME ISLAND, SAO TOME IS.
TIK	OKLAHOMA CITY, OK, TINKER AFB	TMT	TROMBETAS, PA, BRAZIL
TIM	TEMBAGAPURA, INDONESIA	TMW	TEMWORTH, NSW, AUSTRALIA
TIN	TINDOUF, ALGERIA	TMY	TIOM, INDONESIA
TIP	TRIPOLI, LIBYAN A. JAMAHIRYA	TNA	JINAN, P.R. CHINA
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TIR	TIRUPATI, INDIA	TNE	TANEGASHIMA, JAPAN
TIS	THURSDAY ISLAND, QLD, AUSTRALIA	TNG	TANGIER, MOROCCO
TIU	TIMARU, NEW ZEALAND	TNJ	TANJUNG PINANG, INDONESIA
TIV	TIVAT, YUGOSLAVIA	TNK	TUNUNAK, ALASKA, USA
TIY	TIDJIKJA, MAURITANIA	TNN	TAINAN, TAIWAN
TIZ	TARI, PAPUA NEW GUINEA	TNO	TAMARINDO, COSTA RICA
TJA	TARIJA, BOLIVIA	TNP	TWENTYNINE PALMS, CA
TJI	TRUJILLO, HONDURAS, CAPIRO AIRPORT	TNR	ANTANANARIVO, DEM. REP. MADAGASCAR
TJM	TYUMEN, CIS	TOB	TOBRUK, LIBYAN A. JAMAHIRIYA
TJQ	TANJUNG PANDAN, INDONESIA	TOD	TIOMAN, MALAYSIA
TJS	TANJUNG SELOR, INDONESIA	TOE	TOZEUR, TUNISIA
TJV	THANJAVUR, INDIA	TOF	TOMSK, CIS
TKE	TENAKEE, ALASKA, USA	TOG	TOGIEK, ALASKA, USA
TKG	BANDAR LAMPUNG, INDONESIA	TOH	TORREA, VANUSTU
TKI	TOKEEN, ALASKA, USA	TOJ	MADRID, SPAIN, TORREJON AFB
TKJ	TOK, ALASKA, USA	TOL	TOLEDO, OHIO, USA
TKK	TRUK, CAROLINE IS., PACIFIC OCEAN	TOM	TOMBOUCTOU, MALI
TKN	TOKUNO SHIMA, JAPAN	TOP	TOPEKA, KANASAS, USA
TKP	TAKAPOTO, FRENCH POLYNESIA	TOS	TROMSO, NORWAY
TKQ	KIGOMA, TANZANIA	TOU	TOUHO, NEW CALEDONIA
TKS	TOKUSHIMA, JAPAN	TOV	TORTOIA-WALEND SPB. BRIT. VIRGIN IS
TKT	TAK, THAILAND	TOY	TOYAMA, JAPAN
TKU	TURKU, FINLAND	TPA	TAMPA-ST. PETERSBURG, FLORIDA, USA
TKV	TATAKOTO, FRENCH POLYNESIA	TPC	TARAPOA, ECUADOR
TKX	TAKAROA, FRENCH POLYNESIA	TPE	TAIPEI, TAIWAN
TLA	TELLER, ALASKA, USA	TPH	TONOPAH, NV
TLD	TULL LODGE, BOTSWANA	TPL	TEMPLE, TX, DRAUGHON-MILLER AP
TLE	TULEAR, DEM. REP. MADAGASCAR	TPP	TARAPOTO, PERU
TLH	TALLAHASSEE, FLORIDA, USA	TPQ	TEPIC, MEXICO
TLI	TOLILOLI, INDONESIA	TPR	TOM PRICE, WA, AUSTRALIA
TLJ	TATALINA, ALASKA, USA	TPS	TRAPANI, ITALY
TLL	TALLINN, ESTONIA	TRA	TARAMAJIMA, JAPAN
TLM	TIEMCEN, ALGERIA	TRB	TURBO, COLOMBIA
TLN	TOULON-HYORES, FRANCE	TRC	TORREON, MEXICO
TLS	TOULOUSE, FRANCE	TRD	TRONDHEIM, NORWAY

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TRG	TAURANGE, NEW ZEALAND	TVF	THIEF RIVER FALLS, MINNESOTA, USA
TRI	TRI-CITY AIRPORT, TENNESSEE, USA	TVL	LAKE TAHOE, CALIFORNIA, USA
TRK	TARAKAN, INDONESIA	TVU	TAVEUNI, FIJI
TRN	TURIN, ITALY	TVY	DANE, MYANMAR
TRO	TAREE, NSW, AUSTRALIA	TWA	TWIN HILLS, ALASKA, USA
TRS	TRIESTE, ITALY	TWB	TOOWOOMBA, QLD, AUSTRALIS
TRU	TRUJILLO, PERU	TWF	TWIN FALLS, IDAHO, USA
TRV	TRIVANDRUM, INDIA	TXK	TEXARKANA, ARKANSAS, USA
TRW	TARAWA, REP. OF KIRIBATI	TXL	BERLIN-TEGEL FED. REP. OF GERMANY
TRZ	TIRUCHIRAPALLY, INDIA	TXM	TEMINABUAN, INDONESIA
TSA	TAIPEL-SUNG SHAN, TAIWAN	TXN	TUNXI, P.R. CHINA
TSB	TSUMEB, NAMIBIA	TYA	YALOVA, TURKEY
TSD	TSHIPISE, SOUTH AFRICA	TYL	TALARA, PERU
TSE	TSELINOGRAD, CIS	TYN	TAIYUAN, P.R. CHINA
TSF	VENICE-TREVISO, ITALY	TYO	TOKYO, JAPAN
TSH	TAHIKAPA, ZAIRE	TYR	TYLER, TEXAS, USA
TSN	TIANJIN, P.R. CHINA	TYS	KNOXVILLE, TENNESSEE, USA
TSO	ISLES OF SCILLY-TRESCO, UK	TZA	BELIZE CITY-MUNICIPAL, BELIZE
TSR	TIMISOARA, ROMANIA	TZK	TRABZON, TUNISIA, TRABZON AB
TSS	NEW YORK, NEW YORK-E 34TH ST	TZN	SOUTH ANDROA, BAHAMAS
TST	TRANG, THAILAND	TZX	TRABZON, TURKEY
TSU	TABITEUEA SOUTH, REP. OF KIRIBATI		
TSV	TOWNSVILLE, QLD, AUSTRALIA	U	
TTA	TAN TAN, MOROCCO	UAC	SAN LUIS RIO COLORADO, MEXICO
TTE	TEMALE, INDONESIA	UAH	UA HUKA, FRENCH POLYNESIA
TTH	THUMRAIT, OMAN	UAI	SUAL, INDONESIA
TTJ	TOTTORI, JAPAN	UAK	NARSSARSSUAQ, GREENLAND
TTL	TURTLE ISLAND, FIJI	UAM	GUAM, MARIANA IS, ANDERSON AFB
TTN	TRENTON, NEW JERSEY, USA	UAP	UA POU, FRENCH POLYNESIA
TTR	TANATORAJS, INDONESIA	UAQ	SAN JUAN, SJ. ARGENTINA
TTT	TALTUNG, TAIWAN	UAS	SAMBURU, KENYA
TTU	TETUAN, MOROCCO	UBA	UBERABA, MG, BRAZIL
TUA	TULCAN, ECUADOR	UBB	MABUIAG ISLAND, QLD, AUSTRALIA
TUB	TUBUSI, FRENCH POLYNESIA	UBJ	UBE, JAPAN
TUC	TUCUMAN, TU, ARGENTINA	UBP	UBON RATCHATHANI, THAILAND
TUD	TAMBACOUNDA, SENEGAL	UBS	COLUMBUS/STARKVILLE/WEST PT MS, USA
TUF	TOURS, FRANCE	UCA	UTICA, NEW YORK, USA
TUG	TUGUEGARAO, PHILIPPINES	UCT	UKHLA, CIS
TUH	TULLAHOMA, TN, ARNQLD AFB	UDD	PALM SPRINGS, CA-BERMUDA, USA
TUI	TURAIF, SAUDI ARABIA	UDI	UBERLANDIA, MG, BRAZIL
TUJ	TUM, ETHIOPIA	UDJ	UZHGOROD, CIS
TUK	TURBAT, PAKISTAN	UDR	UDAIPUR, INDIA
TUL	TULSA, OKLAHOMA, USA	UEE	QUEENSTOWN, TAZMANIA, AUSTRALIA
TUN	TUNIS, TUNISIA	UEL	QUELIMANE, MOZAMBIQUE
TUO	TAUPO, NEW ZEALAND	UEO	KUME JIMA, JAPAN
TUP	TUPEIO, MISSISSIPPI, USA	UET	QUETTA, PAKISTAN
TUR	TUCUNT, PA, BRAZIL	UFA	UFA, CIS
TUS	TUCSON, ARIZONA, USA	UGB	PILOT POINT, ALASKA, UGASHIK, USA
TUU	TABUK, SAUDI ARABIA	UGC	URGENCH, CIS
TUZ	TUCUMA, PA, BRAZIL	UGI	UGANIK, ALASKA, USA

UGO UIGE, ANGOLA  
UHF UPPER HAYFORD, UNITED KINGDOM  
UII UTILA ISLAND, HONDURAS  
UIK UST-JITMSK, CIS  
UIN QUINCY, ILLINOIS, USA  
UIO QUITO, ECUADOR  
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UIT JALUIT, MARSHALL ISLANDS  
UJE UJAE ISLAND, MARSHALL ISLANDS  
UKK UST-KAMENOGORSK, CIS  
UKR MUKEIRAS, YEMEN, REPUBLIC OF  
UKU NUKU, PAPUA NEW GUINEA  
ULA SAN JULIAN, SC, ARGENTINA  
ULB ULEI, VANUATU  
ULN ULAN BATOR, MONGOLIA  
ULP QUILPTE, QLD, AUSTRALIA  
ULY ULYANOVISK, CIS  
UMD UMMANNAQ, GREENLAND  
UME UMES, SWEDEN  
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UNE OACHA'S NED, LESOTHO  
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UNI UNION ISLAND, WINDWARD ISLANDS  
UNK UNALAKLEET, ALASKA, USA  
UNT UNST. SHETLAND IS., SCOTLAND UK  
UOL BUOL, INDONESIA  
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UVA UVALDE, TX, GARNER FIELD  
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UVF ST. LUCIA-HENANORRA, WEST INDIES  
UVL NEW VALLEY, ARAB REP OF EGYPT

UYL NYALA, SUDAN  
  
V  
VAA VASSA, FINLAND  
VAD VALDOSTA, GA, MOODY AFB  
VAF VALENCE, FRANCE  
VAG VARGINHA, MG BRAZIL  
VAJ VANIMO, PAPUA NEW GUINEA  
VAK CHEVAK, ALASKA, USA  
VAN VAN, TURKEY  
VAR VARNA, BULGARIA  
VAV VAVA'U, TONGA ISLAND  
VAN VARDOE, NORWAY  
VBG LOMPOC, CA, VANDENBERG AFB  
VBV VANUABALAVU, FIJI  
VBY VISBY, SWEDEN  
VCD VICTORIA R. DOWNS, NT, AUSTRALIA  
VCE VENICE, ITALY  
VCP SAO PAULO, SP-VIRACOPOS, BRAZIL  
VCT VICTORIA, TEXAS, USA  
VCV VICTORVILLE, CA, GEORGE AFB  
VDA OVDA, ISRAEL  
VDB FAGEMES, NORWAY  
VDC VITORIA DE CONQUISTA, BA, BRAZIL  
VDM VIEDMA, RN, ARGENTINA  
VDS VADSO, NORWAY  
VDZ VALDEZ, ALASKA, USA  
VEE VENETIE, ALASKA, USA  
VEL VERNAL, UTAH, USA  
VER VERECRUZ, MEXICO  
VEY VESTMANNAEYJAR, ICELAND  
VFA VICTORIA FALLS, ZIMBABWE  
VGA VIJAYAWEDA, INDIA  
VGO VIGO, SPAIN  
VGT LAS VEGAS, NEVADA-N TERMINAL USA  
VGZ VILLEGARZON, COLOMBIA  
VHC SAURIMO, ANGOLA  
VHM VILHELMINA, SWEDEN  
VHZ VAHITAH, FRENCH POLYNESIA  
VIC VICENZA, ITALY  
VIE VIENNA, AUSTRIA  
VIG EL VIGIA, VENEZUELA  
VIH ROLLA/VICHY, MO, ROLLA NATL AIRPORT  
VIJ VIRGIN GORDA, BRIT, VIRGIN IS.  
VIL DAKHIA, MOROCCO  
VIN VINNICA, CIS  
VIS VISALIA, CALIFORNIA, USA  
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VLD	VALDOSTA, GEORGIA, USA	NBB	STEBBINS, ALASKA, USA
VLI	PORT VILA, VANAUTU	NBM	NAPENAMANDA, PAPUA NEW GUINEA
VLL	VALADOLID, SPAIN	NBQ	BEAVER, ALASKA, USA
VLN	VALENCIA, VENEZUELA	NDG	ENID, OKLAHOMA, USA
VLS	VALESDIR, VANUATU	NDH	WINDHOEK, NAMIBIA
VLV	VALERA, VENEZUELA	NED	NEDSAU, PAPUA NEW GUINEA
VNU	BAMURU, PAPUA NEW GUINEA	WEI	WEIPA, QLD, AUSTRALIA
VNA	SARAVANO, LAOS	WEL	WELKOM, SOUTH AFRICA
VNG	VIENGXAY, LAOS	NET	NAGETHE, INDONESIA
VNO	VILNIUS, LITHUANIA	NGA	NAGGA-NAGGA, NSW, AUSTRALIA
VNS	VARANASI, INDIA	NGE	NALGETT, NSW, AUSTRALIA
VNY	VAN NUYS, CA	NGF	NAINGAPU, INDONESIA
VOG	VOLGOGRAD, CIS	NHK	NHAKATANE, NEW ZEALAND
VOK	CAMP DOUGLAS, WI, VOLK FIELD	NHL	WELSHPOOL, VIC, AUSTRALIA
ULK	VORONEZH, CIS	NHR	VAIL/EAGLE, COLORADO-AVON, USA
VPN	VOPNAIJORDUR, ICELAND	WIC	WICK, SCOTLAND UL
VPS	FT. WALTON BEACH, FLORIDA, USA	WIE	WIESBADEN, GERMANY, WIESBADEN AB
VQS	VIEQUES, PUERTO RICO	WIL	NAIROBI-WILSON, KENYA
VRA	VARADERO, CUBA	WIN	WINTON, QLD, AUSTRALIA
VRB	VERO BEACH, FLORIDA, USA	WJA	WOJA, MARSHALL ISLANDS
VRC	VIRAC, PHILIPPINES	WJR	WAJIR, KENYA
VRK	VARKAUS, FINLAND	WKA	WANAKA, NEW ZEALAND
VRL	VILA REAL, PORTUGAL	WKK	ALEKNAGIK, ALASKA, USA
VRN	VERONA, ITALY	WKR	WALKER'S CAY, BAHAMAS
VSA	VILLAHERMOSA, MEXICO	WLB	LABOUCHERE BAY, ALASKA, USA
VSG	LOGANSK, CIS	WLG	WELLINGTON, NEW ZEALAND
VST	VASTERAS, SWEDEN	WLH	WALAHA, VANAUTU
VTE	VIENTIANO, LAOS	WLK	SELAVIK, ALASKA, USA
VTF	VALULELA, FIJI	WLS	WALLIS ISLK WALLIS & FUTUNA IS.
VTU	LAS TUNAS, CUBA	WMH	MOUNTAIN HOME, ARKANSAS, USA
VTZ	VISHAKHAPATHAM, INDIA	WMK	MEYERS CHURCH, ALASKA, USA
VUP	VALLEDUPAF, COLOMBIA	WMN	MAROANTSETRA, DEM. REP, MADAGASCAR
VVC	VILLAVICENCIO, COLOMBIA	WMO	WHITE MOUNTAIN, ALASKA, USA
VVI	SANTA CRUZ-VIRU VIRU. BOLIVIA	WMR	MANANRA, DEM. REP. MADAGASCAR
VVO	VLADIVOSTOK, CIS	WMX	WAMENA, INDONESIA
VVZ	ILLZI, ALGERIA	WNA	NAPAKLAK, ALASKA, USA
VXC	LICHINGA, MOZAMBIQUE	WNN	WUNNUMMIN LAKE, ONTARIO, CANADA
VXE	SAO VICENTE, CAPE VERDE ISLANDS	WNP	NAGA, PHILLIPINES
VXO	VAXJO. SWEDEN	WNR	WINDORAH, QLD, AUSTRALIA
VYD	VRYHEID, SOUTH AFRICA	WNS	NAWAB SHAH, PAKISTAN
		WNZ	WENZHOU, P.R. CHINA
W		WOB	SUTTONHEATH, UNITED KINGDOM
WAA	WALES, ALASKA, USA	WPM	WIPIM, PAPUA NEW GUINEA
WAC	WACA, ETHIOPIA	WRA	WARDER, ETHIOPIA
WAE	WADI-AD-DAWASIR, SAUDI ARABIA	WRB	WARNER ROBINS, GA, ROBINS AFB
WAG	WANGANUI, NEW ZEALAND	WRE	WHANGAREI, NEW ZEALAND
WAL	WALLOPS IS, VA, WALLOPS FLT FAC AP	WRG	WRANGELI, ALASKA, USA
WAM	AMBATONDRAZAKIA, DEM REP MADAGASCAR	WRI	WRIGHTSTOWN, NJ, MC GUIRE AFB
WAQ	ANTSIAIOVA, DEM. REP. MADAGASCAR	WRL	WORLAND, WYOMING, USA
WAS	WASHINGTON, DC, USA	WRO	WROCLAW, POLAND
WAT	WATERFORD, REPUBLIC OF IRELAND	WSD	WHITE SANDS, NM, CONDRON AAF

WSN SOUTH NAKNEK, ALASKA, USA  
WST WESTERLY, RHODE ISLAND, USA  
WSU WASU, PAPUA NEW GUINEA  
WSX WESTSOUND, WASHINGTON, USA  
WSY AIRLIE BEACH, QLD, AUSTRALIA  
WSZ WESTPORT, NEW ZEALAND  
WTA TAMBOHORANO, DEM. REP. MADAGASCAR  
WTE WOTJE, MARSHALL ISLANDS  
WTK NOATAK, ALASKA, USA  
WTL TUNTUTUILAK, ALASKA, USA  
WTN WADDINGTON, UNITED KINGDOM  
WTO WOTHO, MARSHALL ISLANDS  
WTS TSIROANOMANDIDY, DEM REP MADAGASCAR  
WUG WAU, PAPUA NEW GUINEA  
WUH WUHAN, P.R. CHINA  
WUN WILUNA, WA, AUSTRALIA  
WVB WALVIS BAY, SOUTH AFRICA  
WWK NEWAK, PAPUA NEW GUINEA  
WWP WHALE PASS. ALASKA, USA  
WWT NEWTOK, ALASKA, USA  
WWY WEST WYALONG, NSW, AUSTRALIA  
WXF BRAINTREE, UNITED KINGDOM  
WYA WHYALLA, SA, AUSTRALIA  
WYN WYNDHAM, WA, AUSTRALIA  
WYS W YELLOWSTONE, MT

X  
XAP CHAPECO, SC, BRAZIL  
XAY XAYABURY, LAOS  
XBE BEARSKIN LAKE, ONTARIO, CANADA  
XBN BINGUIN, PAPUA NEW GUINEA  
XCH CHRISTMAS ISLAND  
XCN CORON, PHILIPPINES  
XDZ BALE DOGLE, SOMALIA  
XFN XIANGFAN, P.R. CHINA  
XGR KANGIQSUALUJUAQ, QUEBEC, CANADA  
XIL XILINHOT, P.R. CHINA  
XKH XIENG KHOUAND, LAOS  
XKS KASABONIKA, ONTARIO, CANADA  
XLB LAC BROCHET, MANITOBA, CANADA  
XLS ST. LOUIS, SENEGAL  
XMH MANIHI, FRENCH POLYNESIA  
XMN XIAMEN, P.R. CHINA  
XMR COCOA BEACH, FL, SKID STRIP AP  
XMS MACAS, ECUADOR  
XMY YAM ISLAND, QLD, AUSTRALIA  
XNN XINING, P.R. CHINA  
XNO NORTH, SC, NORTH AF AUX AIRPORT  
XPK PUKSTAWAGAN, MANITOBA, CANADA  
XQP QUEPOS, COSTA RICA  
XQU QUALICUM, BC, CANADA  
XRR ROSS RIVER, YT, CANADA

XRY JEREZ DE LE FRONTERA, SPAIN  
XSC SOUTH CAICOS, TURKS & CAICOS IS  
XSI SOUTH INDIAN LAKE, MANITOBA, CANADA  
XSP SINGAPORE-SELSTAR, SINGAPORE  
XTL TADOULE LAKE, MANITOBA, CANADA  
XYA YANDINA, SOLOMON ISLANDS

Y  
YAA ANAHIM LAKE, BC, CANADA  
YAB ARTIC BAY, NWT, CANADA  
YAC CAT LAKE, ONTARIO, CANADA  
YAG FORT FRANCES, ONTARIO, CANADA  
YAK YAKUTAT, ALASKA, USA  
YAM SAULT STE. MARIE, ONTARIO, CANADA  
YAO YAOUNDE, REPUBLIC OF CAMEROON  
YAP YAP, CAROLINE ISLANDS, PAC. OCEAN  
YAT ATTAWAPISKAT, ONTARIO, CANADA  
YAW HALIFAX/SHEARWATER, CFB, N.S.  
YAX ANGLING LAKE, ONTARIO, CANADA  
YAY ST. ANTHONY, NTD, CANADA  
YBB PELLY BAY, NWT-TOWNSITE, CANADA  
YBC BALE COMEAU, QUEBEC, CANADA  
YBE URANIUM CITY, SASK, CANADA  
YBG BA'OTVILLE, QUEBEC, CANADA  
YBI BLACK TICKLE, NTD, CANADA  
YBJ BALE JOHAN BEETZ, QUEBEC, CANADA  
YBK BAKER LAKE, NWT, CANADA  
YBL CAMPBELL RIVER BC, CANADA  
YBM BRONSON CREEK, BC, CANADA  
YBR BRANDON, MANITOBA, CANADA  
YBT BROCHET, MANITOBA, CANADA  
YBV BERENS RIVER, MANITOBA, CANADA  
YBX BIANC SABLON, QUEBEC, CANADA  
YCB CAMBRIDGE BAY, NWT, CANADA  
YCD NANAIMO, BC, CANADA  
YCG CASTLEGAR, BC, CANADA  
YCH CHATHAM, NB, CANADA  
YCK COLVILLE LAKE, NWT, CANADA  
YCL CHARLO, NB, CANADA  
YCN COCHRANE, ONTARIO, CANADA  
YCO COPPERMINE, NWT, CANADA  
YCQ CHETWYND, BC, CANADA  
YCR CROSS LAKE, MANITOBA, CANADA  
YCS CHESTERFIELD INLET, NWT, CANADA  
YCY CLYDE RIVER, NWT, CANADA  
YDA DAWSON CITY, YT, CANADA  
YDE PARADISE RIVER, NTLD, CANADA  
YDF DEER LAKE, NTLD, CANADA  
YDI DAVIS INLET, NTLD, CANADA  
YDL DEASE LAKE, BC, CANADA  
YDN DAUPHIN, MANITOBA, CANADA  
YDP NAIN, NTLD, CANADA

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YDQ	DANSON CREEK, BC, CANADA	YIP	DETROIT, MI, WILLOW RUN AIRPORT
YEA	EDMONTON, ALBERTA, CANADA	YIV	ISLAND LAKE/GARDEN HILL, MAN CANADA
YEC	YECHON, REPUBLIC OF KOREA	YJT	STEPHENVILLE, NTLD, CANADA
YED	EDMONTON, NAMAQ, ALTA, CANADA	YKA	KAMIOOPS, BC, CANADA
YEG	EDMONTON, ALBERTA-INTL, CANADA	YKG	KANGIRSUK, QUEBEC, CANADA
YEK	ESKIMO POINT, NWT, CANADA	YKK	KITKATIA, BC, CANADA
YEL	ELLIOT LAKE, ONTARIO, CANADA	YKL	SCHEFFERVILLE, QUEBEC, CANADA
YER	FORT SEVERN, ONTARIO, CANADA	YKM	YAKIMA, WASHINGTON, USA
YEV	INVIK, NWT, CANADA	YKN	YANDTON, SOUTH DAKOTA, USA
YFA	FORT ALBANY, ONTARIO, CANADA	YKQ	WASKAGANISH, QUEBEC, CANADA
YFB	IQAIUT, NWT, CANADA	YKT	KLEMTU, BC, CANADA
YFC	FREDERICTON, NB, CANADA	YKU	CHLAASIBL, QUEBEC, CANADA
YFE	FORESTVILLE, QUEBEC, CANADA	YKX	KIRKLAND LAKE, ONTARIO, CANADA
YFH	FORT HOPE, ONTARIO, CANADA	YKZ	TORONTO, ONTARIO-BUTTONVIE, CANADA
YFO	FLIN FLON, MANITOBA, CANADA	YLC	LAKE HARBOUR, NWT, CANADA
YFR	FT. RESOLUTION, NWT, CANADA	YLD	CHAPLEAU, ONTARIO, CANADA
YFS	FT. SIMPSON, NWT, CANADA	YLE	LAO LA MARTRE, NWT, CANADA
YFX	FOX HARBOUR/ST. LEWIS, LTLD, CANADA	YLH	LANDSDOWNE HOUSE, ONTARIO, CANADA
YGB	GILLIES BAY, BC, CANADA	YLL	LLOYDMINSTER, ALBERTA, CANADA
YGH	FT. GOOD HOPE, NWT, CANADA	YLR	LEAF RAPIDS, MANITOBA, CANADA
YGJ	YONAGO, JAPAN	YLT	ALERT, NWT, CANADA
YGK	KINGSTON, ONTARIO, CANADA	YLW	KELOWNE, BC, CANADA
YGL	LA GRANDE, QUEBEC, CANADA	YMA	MAYO, YT, CANADA
YGO	GODS NARROWS, MANITOBA, CANADA	YME	MATANE, QUEBEC, CANADA
YGP	GASPE, QUEBEC, CANADA	YMG	MANITOUWADGE, ONTARIO, CANADA
YGQ	GERALDTON, ONTARIO, CANADA	YMH	MARY'S HARBOUR, NTLD, CANADA
YGR	ILES DE LA MADELEINE, QUEBEC CANADA	YMM	FT. MCMURRAY, ALBERTA, CANADA
YGT	IGLOOLIK, NWT, CANADA	YMN	MAKKOVIK, NTLD, CANADA
YGV	HAVRE ST. PIERRE, QUEBEC, CANADA	YMO	MOOSONEE, ONTARIO, CANADA
YGW	KUUJUUARAPIK, QUEBEC, CANADA	YMQ	MONTREAL, QUEBEC, CANADA
YGX	GILLAM, MANITOBA, CANADA	YMS	YURIMAGUAS, PERU
YGZ	GRISE FIORD, NWT, CANADA	YMT	CHLBOUGAMAU, QUEBEC, CANADA
YHA	PORT HOPE EIMPSON, NTLD, CANADA	YMX	MONTREAL, QUEBEC-MIRABEL, CANADA
YHD	DRYDEN, ONTARIO, CANADA	YNA	NATESHQUN, QUEBEC, CANADA
YHF	HEARST, ONTARIO, CANADA	YNB	YANBU, SAUDI ARABIA
YHG	CHARLOTTETOWN, NTLD, CANADA	YNC	WEMINDJL, QUEBEC, CANADA
YHI	HOLMAN ISLAND, NWT, CANADA	YND	GALINEAR/HULI, QUEBEC, CANADA
YHK	GJOA HAVEN, NWT, CANADA	YNE	NORWAY HOUSE, MANITOBA, CANADA
YHM	HAMILTON, ONTARIO, CANADA	YNG	YOUNGSTOWN, OHIO, USA
YHN	HARNEPAYNE, ONTARIO, CANADA	YNJ	YANJI, P.R. CHINA
YHO	HOPEDALE, NTLD, CANADA	YNL	POINTS NORTH LANDING, SASK, CANADA
YHP	POPLAR HILL, ONTARIO, CANADA	YNO	SORTH SPIRIT LAKE, ONTARIO, CANADA
YHR	HARRINGTON HARBOUR, QUEBEC, CANADA	YNS	NEMISCAU, QUEBEC, CANADA
YHS	SECHEIL, BC, CANADA	YNT	YANTAI, P.R. CHINA
YHY	HAY RIVER, NWT, CANADA	YOC	QLD CROW, UT, CANADA
YHZ	HALIFAX, NS, CANADA	YOH	OXFORD HOUSE, MANITOBA, CANADA
YIB	ATIKOKAN, ONTARIO, CANADA	YOJ	HIGH LEVEL, ALBERTA, CANADA
YIF	PAKUASHIPL, QUEBEC, CANADA	YOL	YOLA, NIGERIA
YIH	YICHANG, P.R. CHINA	YOO	OSHAWA, ONTARIO, CANADA
YIK	IVUJLVIK, QUEBEC, CANADA	YOP	RAINBOW LAKE, ALBERTA, CANADA
YIN	YINING, P.R. CHINA	YOW	OTTAWA, ONTARIO, CANADA
YIO	POND INLET, NWT, CANADA	YPA	PRINCE ALBERT, SASK, CANADA

YPC	PAULATUK, NWT, CANADA	YSR	NANISIVIK, NWT, CANADA
YPE	PEACE RIVER, ALBERTA, CANADA	YST	ST. THERESE POINT, MANITOBA, CANADA
YPH	INUKJUAQ, QUEBEC, CANADA	YSY	SACHS HARBOUR, NWT, CANADA
YPI	PORT SIMPSON, BC, CANADA	YTA	PEMBROKE, ONTARIO, CANADA
YPJ	AUPALUK, QUEBEC, CANADA	YTB	HARTLEY BAY, BC, CANADA
YPL	PICKLE LAKE, ONTARIO, CANADA	YTC	STURDEE, BC, CANADA
YPM	PIKANGIKUM, ONTARIO, CANADA	YTE	CAPE DORSET, NWT, CANADA
YPN	PORT MENIER, QUEBEC, CANADA	YTF	ALME, QUEBEC, CANADA
YPO	PEANANUCK, ONTARIO, CANADA	YTH	THOMPSON, MANITOBA, CANADA
YPR	PRINCE RUPERT, BC, CANADA	YTJ	TERRACE BAY, ONTARIO, CANADA
YPW	POWELL RIVER, BC, CANADA	YTL	BIG TROUT LAKE, ONTARIO, CANADA
YPX	POVUNGOITUK, QUEBEC, CANADA	YTO	TORONTO, ONTARIO, CANADA
YPY	FT. CHIPEWYAN, ALBERTA, CANADA	YTQ	TASIUJUEQ, QUEBEC, CANADA
YQB	QUEBEC, QUEBEC, CANADA	YTR	TRENTON, ONT
YQC	COMOX, BRITISH COLUMBIA, CANADA	YTS	TIMMINS, ONTARIO, CANADA
YQD	THE PAS, MANITOBA, CANADA	YTX	TELEGRAPH CREEK, BC, CANADA
YQG	WINDSOR, ONTARIO, CANADA	YTZ	TORONTO, ONTARIO-TORONTO IS, CANADA
YQH	WATSON LAKE, YT, CANADA	YUB	TUKTOYAKTUK, NWT, CANADA
YQI	YARMOUTH, NS, CANADA	YUD	UMLUJUAQ, QUEBEC, CANADA
YQK	KENORA, ONTARIO, CANADA	YUF	PELLY BAY, NWT, CANADA
YQL	LETHBRIDGE, ALBERTA, CANADA	YUL	MONTREAL, QUEBEC, DORVAL, CANADA
YQM	MONCTON, NB, CANADA	YUM	YUMA, ARIZONA, USA
YQQ	COMOX, BC, CANADA	YUT	REPULSE BAY, NWT, CANADA
YQR	REGINA, SASK, CANADA	YUX	HALI BEACH, NWT, CANADA
YQT	THUNDER BAY, ONTARIO, CANADA	YUY	ROUYN-NORANDA, QUEBEC, CANADA
YQU	GRANDE PRAIRIE, ALBERTA, CANADA	YVA	MORONI, COMOROS
YQV	YORKTON, SASK, CANADA	YVB	BONAVENTURE, QUEBEC, CANADA
YQW	NORTH BATTLEFORD, SASK, CANADA	YVC	LA RONGE, SASK, CANADA
YQX	GANDER, NTLD, CANADA	YVM	BROUGHTON ISLAND, NWT, CANADA
YQY	SYDNEY, NS, CANADA	YVO	VAL D'OR, QUEBEC, CANADA
YQZ	QUESNEL, BS, CANADA	YVP	KUUIJUAQ, QUEBEC, CANADA
YRA	RAE LAKES, NWT, CANADA	YVQ	NORMAN WELLS, NWT, CANADA
YRB	RESOLUTE, NWT, CANADA	YVR	VANCOUVER, BC, CANADA
YRD	DEAN RIVER, BC, CANADA	YVZ	DEER LAKE, ONTARIO, CANADA
YRF	CARTWRIGHT, NTLD, CANADA	YWB	KANGIQSUJUAQ, QUEBEC, CANADA
YRG	RIGOLET, NTLD, CANADA	YWG	WINNIPEG, MANITOBA, CANADA
YRJ	ROBERVAL, QUEBEC, CANADA	YWH	VICTORIA, BC-INNER HARB., CANADA
YRL	RED LAKE, ONTARIO, CANADA	YWJ	FORT FRANKLIN, NWT, CANADA
YRN	RIVERS INLET, BC, CANADA	YWK	WABUSH, NTLD, CANADA
YRS	RED SUCKER LAKE, MANITOBA, CANADA	YWL	WILLIAMS LAKE, BC, CANADA
YRT	RANKIN INLET, NWT, CANADA	YWM	WILLIAMS HARBOUR, NTLD, CANADA
YSB	SUDBURY, ONTARIO, CANADA	YWP	WEBEQUIE, ONTARIO, CANADA
YSE	SWAN RIVER, MANITOBA, CANADA	YWV	WAINWRIGHT, ALTA, CANADA
YSF	STONY RAPIDS, SASK, CANADA	YWY	WRIGLEY, NWT, CANADA
YSG	SNOWDRIFT, NWT, CANADA	YXC	CRANBROOK, BC, CANADA
YSJ	SAINT JOHN, NB, CANADA	YXD	EDMONTON, ALTA-MUNICIPAL, CANADA
YSK	SANIKILUAQ, NWT, CANADA	YXE	SASKATOON, SASK, CANADA
YSL	ST. LEONARD, NB, CANADA	YXH	MEDICINE HAT, ALBERTA, CANADA
YSM	FT. SMITH, NWT, CANADA	YXJ	FT. ST. JOHN, BC, CANADA
YSN	SALMON ARM, BC, CANADA	YXK	RIMOUSKI, QUEBEC, CANADA
YSO	POSTVILLE, NLTD, CANADA	YXL	SIOUX LOOKOUT, ONTARIO, CANADA
YSP	MARATHON, ONTARIO, CANADA	YXN	WHALE COVE, NWT, CANADA

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YXP PANGNIRTUNG, NWT, CANADA  
YXR EARLTON, ONTARIO, CANADA  
YXS PRINCE GEORGE, BC, CANADA  
YXT TERRACE, BC, CANADA  
YXU LONDON, ONTARIO, CANADA  
YXX ABBOTSFORD, BC, CANADA  
YXY WHITEHORSE, UT, CANADA  
YXE WANA, ONTARIO, CANADA  
YYB NORTH BAY, ONTARIO, CANADA  
YYC CALGARY, ALBERTA, CANADA  
YYD SMITHERS, BC, CANADA  
YYE FORT NELSON, CANADA  
YYF PENTICTON, BC, CANADA  
YYG CHARLOTTETOWN, PEI, CANADA  
YYH SPENCE BAY, NWT, CANADA  
YYJ VICTORIA, BC, CANADA  
YYL LYNN LAKE, MANITOBA, CANADA  
YYN SWIFT RUN, CANADA  
YYQ CHURCHILL, MANITOBA, CANADA  
YYR GOOSE BAY, NLTD, CANADA  
YYT ST JOHNS, NLTD, CANADA  
YYU KAPUSKASING, ONTARIO, CANADA  
YYY MONT JOLI, QUEBEC, CANADA  
YYZ TORONTO, ONTARIO-PEARSON, CANADA  
YZE GORE BAY, ONTARIO, CANADA  
YZF YELLOWKNIFE, NW, CANADA  
YZG SAILLUIT, QUEBEC, CANADA  
YZP SANDSPH, BC, CANADA  
YZR SARNIA, ONTARIO, CANADA  
YZS CORAL HARBOUR, NWT, CANADA  
YZT PORT HARDY, BC, CANADA  
YZV SEPT-ITES, QUEBEC, CANADA

Z  
ZAG ZAGREB, YUGOSLAVIA  
ZAH ZAHEDAN, IRAN, ISLAMIC REP. OF  
ZAK CHIUSA/KLAUSEN, ITALY  
ZAL VALDIVIA, CHILE  
ZAM ZAMBOANGA, PHILIPPINES  
ZAZ ZARAGOZA, SPAIN  
ZBF BATHURST, NB, CANADA  
ZBN BOZEN, ITALY  
ZBR CHAH-BAHAR, IRAN, ISLAMIC REP. OF  
ZBV BEAVER CREEK, COLORADO, USA  
ZCL ZACATECAS, MEXICO  
ZCO TEMUCO, CHILE  
ZDJ BERNE-RR STATION, SWITZERLAND  
ZEG SENGGO, INDONESIA  
ZEL BELLA, BELLA, BC, CANADA  
ZEM EAST MAIN, QUEBEC, CANADA  
ZER ZERO, INDIA  
ZFA FARO, YT, CANADA

ZFD FOND DU LAC, SASK, CANADA  
ZFM FT. MCPHERSON, NWT, CANADA  
ZFN FT. NORMAN, NWT, CANADA  
ZGI GODS RIVER, MANITOBA, CANADA  
ZGS GETHAEMANI, QUEBEC, CANADA  
ZGU GAUE, VANUATU  
ZHA ZHANJIANG, P.R. CHINA  
ZIG ZIGUINOHOR, SENEGAL  
ZIH IXTAPA/ZIHUATANEJO, MEXICO  
ZIN INTERTAKEN, OST, SWITZERLAND  
ZJG JENPEG, MANITOBA, CANADA  
ZKE KASCHECHEWAN, ONTARIO, CANADA  
ZKG KEGASKA, QUEBEC, CANADA  
ZLO MANZANILLO, MEXICO  
ZLT LA TABATIERE, QUEBEC, CANADA  
ZMR MERAN, ITALY  
ZMT MASSET, BC, CANADA  
ZNA NANAIMO, BC, HARBOUR, CANADA  
ZNC NYAC, ALASKA, USA  
ZNE NEWMAN, WA, AUSTRALIA  
ZNU NAMU, BC, CANADA  
ZNZ ZANZIBAR, TANZANIA  
ZOF OCEAN FALLS, BC, CANADA  
ZOS OSORNO, CHILE  
ZPB SACHIGO LAKE, ONTARIO, CANADA  
ZPH ZEPHYRHILLS, FL  
ZQN QUEENSTOWN, NEW ZEALAND  
ZQS QUEEN CHARLOTTE IS., BC, CANADA  
ZRC SAN PEDRO DE ALCANTARA,  
ZRH ZURICH, SWITZERLAND  
ZRI SERUL, INDONESIA  
ZRJ ROUND LAKE, ONTARIO, CANADA  
ZRM SARMI, INDONESIA  
ZSA SAN SALVADOR, BAHAMAS  
ZSJ SANDY LAKE, ONTARIO, CANADA  
ZST STEWARD, BC, CANADA  
ZSW PRINCE RUPERT, BC-COVE, CANADA  
ZSZ SPIEZ, SWITZERLAND  
ZTA TUREIRA, FRENCH POLYNESIA  
ZTB TELE A LA BALEINE, QUEBEC, CANADA  
ZTH ZAKINTHOS, GREECE  
ZTM SHAMATTAWA, MANITOBA, CANADA  
ZUM CHURCHILL FALLS, NTLD, CANADA  
ZUN ZUNI PUEBLO, NM, BLACK ROCK AIRPORT  
ZVK SAVANNAKHET, LAOS  
ZWL WOLLASTON LAKE, SASK, CANADA  
ZWS STUTTGART-MAIN RR, FED REP OF GER-  
MANY  
ZYL SYLHET, BANGLADESH  
ZZU MZUZU, MALAWI  
ZZV ZANESVILLE, OH, MUNICIPAL AIRPORT



## Appendix F5

### Consolidation and Containerization Point and CONUS Freight Distribution Center Codes

Number of Characters:	Three
Type of Characters:	Numeric
Data Location	
MILSTRIP Shipment	
Status Card:	rp 78-80
Responsible Agency:	DoD MILSTAMP System Administrator

1. **General.** The Consolidation and Containerization Point (CCP) and CONUS Freight Distribution Center (CFDC) codes identify activities which have been established by the Services and DLA to consolidate cargo for onward overseas or within CONUS.

a. The CCP codes are used for overseas shipments. These codes are structured like the CONUS water port identifier codes and are used on MILSTRIP documents to indicate the shipment routing. The first position of the three position code represents the geographic area in which the CCP is located. The second and third positions identify the specific CCP within the geographic area. Activities tracing shipments routed through a CCP cite the code in the POE field and send the tracer to the MTMC area command in which the CCP is located.

b. The CFDC codes which are in the 500 to 599 series, are used for CONUS shipments. Activities tracing shipments routed through a CFDC will use this information in conjunction with the instructions contained in the DTMR (reference j.).

#### 2. **Eastern Area CCPs**

<u>Code</u>	<u>CCP</u>
101	Defense Distribution Region, East, New Cumberland, PA site (CCP)
103	Defense Distribution Region, East, Mechanicsburg, PA site
104	<b><u>Reserved</u></b>
105	U.S. Navy QUICKTRANS Terminal, Naval Air Station, Norfolk, VA
201	<b><u>Reserved</u></b>

3. Western Area CCPs

<u>Code</u>	<u>CCP</u>
301	Defense Distribution Region, West, Sharpe, CA site
302	<b>Reserved</b>
303	Defense Distribution Region, West, Tracy, CA site
305	<b>Reserved</b>
306	U.S. Navy QUICKTRANS Terminal, Travis AFB, CA

4. CONUS Freight Distribution Centers

<u>Code</u>	<u>CFDC</u>
501	Reserved
502	Reserved
503	Reserved
504	Regional Freight Consolidation Center, Los Angeles, CA
505	Reserved
506	Defense Distribution Region, East, New Cumberland, PA site (CFDC)
507	Reserved
508	Defense Distribution Region, Central, Memphis, TN
509	Defense Distribution Region, West, Sharpe, CA
510	Reserved
511	Reserved

## Appendix F21

### Water Port Identifier Codes

Number of Characters: Three  
Type of Characters: Alphanumeric  
Data Location  
TCMD - DD Form 1384 Block 6 and 7, Columns 36b and 37  
- Automated Record: rp 21-23, 24-26  
Responsible Agency: Military Sealift Command

1. General. These codes identify water ports worldwide. The code representing the actual WPOE and WPOD is used on all DTS documentation for water shipments.

2. Code Structure. The water port codes are based on the geographic location of the port. The letters used in the first two positions of the three position code are generally assigned in alphabetic order, following the coastline. The first position of the three position code represents the major geographic area in which the port is located. These geographic areas are described in detail in paragraph 3., below. The second position in the code represents a subarea within the major geographic area. The third position in the code represents the specific port, port area, or island within the subarea.

3. Major Geographic Areas. The following list identifies the major geographic regions of the world and the code associated with each. This code is the first position of the water port identifier code and should assist in locating the specific port code in paragraph 4., below.

<u>Code</u>	<u>Area</u>	<u>Geographic Region</u>
1	United States, East Coast	Includes all ocean ports of Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, District of Columbia, Virginia, North Carolina, Georgia, the east coast of Florida (including Key West), port of Montreal, Canada, and all ports on Lake Erie, Lake Ontario, and Lake Michigan.

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<u>Code</u>	<u>Area</u>	<u>Geographic Region</u>
2	United States, Gulf Coast	Includes all ocean ports of the west coast of Florida (excluding Key West), Alabama, Mississippi, Louisiana, Texas, and the ports of the Mississippi River.
3	United States, California Coast	Includes all ocean ports of California.
4	United States, Northwest Coast	Includes all ocean ports of Oregon, Washington, and those of British Columbia south of 50° north latitude.
A	North Atlantic	Includes all ocean ports of New Brunswick, Prince Edward Island, Newfoundland, Nova Scotia, Greenland, Iceland, and east to 120° west longitude and all Arctic points of Canada to 100° west longitude.
B	Panama	Includes all ocean ports of the Republic of Panama.
C	Caribbean Area	Includes all ocean ports of Bermuda, Virgin Islands, Leeward Islands, Windward Islands, Tobago, Trinidad, Venezuela, British Guiana, Surinam, French Guiana, Puerto Rico, east coasts of Mexico and Central America, Cuba, Haiti, Jamaica, Bahamas, Turks and Caicos Islands, Dominican Republic, and the northern coast ports of Colombia.
D	Middle Americas, West Coast	Includes all ocean ports on the western coasts of Mexico and Central America, excluding the ports of the Republic of Panama and the Panama Canal Zone.
E	South America, West Coast	Includes all ocean ports on the western coast of South America from (and including) the Republic of Colombia to Cape Horn, and the Pacific island possessions of South American countries west to 100° west longitude.

<u>Code</u>	<u>Area</u>	<u>Geographic Region</u>
F	South America, East Coast	Includes all ocean ports on the eastern coast of South America from (but excluding) French Guiana to Cape Horn.
G	Azores	Includes all ocean ports in the Azores.
H	British Isles	Includes all ocean or English Channel ports of Great Britain and Ireland
J	Northern Europe	Includes all ocean ports of West Germany, Netherlands, Belgium, Norway, Sweden, Denmark, Finland, and Atlantic Ocean ports of France and Spain north of the Portuguese border.
K	West Mediterranean	Includes all ocean ports of Portugal and Spain south of the northern Portuguese border, Mediterranean ports of Spain and France, Canary Islands, French and Spanish Morocco, Algeria, Tunisia, Balearic Islands, Corsica, Sardinia, Malta, Sicily, and the west coast of Italy.
L	East Mediterranean	Includes the Mediterranean Sea ports of Libya, Egypt, Israel, Lebanon, Syria, Cyprus, Crete, and Turkey; all ports of the Adriatic, Ionian, Aegean and Black Seas including the east coast of Italy.
M	West Africa	Includes all ocean ports on the west coast of Africa from the northern boundary of Rio de Oro to the southern boundary of Angola, including the Cape Verde Islands, Ascension Island, and St. Helena.
N	South and East Africa	Includes all ocean ports on the southern and eastern coasts of Africa including Madagascar from the southern boundary of Angola on the west coast to Cape Guardafui between the Gulf of Aden and the Indian Ocean on the east coast.

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<u>Code</u>	<u>Area</u>	<u>Geographic Region</u>
P	Persian Gulf, Red Sea	Includes all ports on the Red Sea, Persian Gulf, Gulf of Aden to Cape Guardafui, and Gulf of Oman to the West Pakistan-Iran border.
Q	Burma-India	Includes all ocean ports from the West Pakistan-Iran border to the Burma-Thailand border.
R	China Sea	Includes all ocean ports from the Burma-Thailand border including Sumatra, Java, Timor, Celebes, Ceram, Borneo, Malay States, Taiwan, and Hong Kong. Excludes New Guinea, Palau, and the Philippines.
S	Philippines	Includes all ocean ports of the Philippine Islands.
T	Central Pacific Islands	Includes all ocean ports of the Marshall Islands, Mariana Islands, Palau Islands, and Yap from 132° east longitude, 13° north latitude to 146° east longitude and south to the equator.
U	Bonin and Ryukyu Islands, Korea and Japan	Includes all ocean ports of the Bonin and Ryukyu Islands (Okinawa, et al.), Korea, and Japan.
V	Australia, New Zealand, and Coral Sea	Includes all ocean ports of Australia, New Guinea, Tasmania, New Zealand, and Melanesia. (Comprising the Admiralty Islands, New Ireland, New Britain, the Solomons, New Hebrides, and New Caledonia.)
W	South Pacific Islands	Includes all ocean ports of the South Pacific Islands from 180° longitude to 100° west longitude and north to 19° north latitude.

<u>Code</u>	<u>Area</u>	<u>Geographic Region</u>
X	Hawaiian Islands and North Central Pacific	Includes all ocean ports of the Hawaiian Islands, Midway Islands, Kure Islands, Wake Is. and Marcus Islands. Excludes Johnston Island (see South Pacific Islands).
Y	North Pacific and Northwest Arctic	Includes all ports of British Columbia north of 50 <sup>0</sup> latitude and all ports of Alaska, the Aleutian Islands and all points in the Arctic west of 100 <sup>0</sup> west longitude to 170 <sup>0</sup> west longitude.
Z	Antarctica	All ports in Antarctica.

4. Port Codes. The following list identifies each port or port area.

a. United States, east coast ports

**MAINE AREA:**

1B1 CASCO BAY  
1B2 PORTLAND  
1B3 SEARSPORT

**NEW HAMPSHIRE AREA:**

1C1 PORTSMOUTH NAVY SHIP YARD  
1C2 NEWINGTON

**MASSACHUSETTS AREA:**

1D1 BOSTON  
1D2 QUINCY  
1D3 NEW BEDFORD  
1D4 CHARLESTOWN  
1D5 CHELSEA  
1D6 CAPE COD  
1D7 GLOUCESTER  
1D8 BUZZARDS BAY

**RHODE ISLAND AREA:**

1E1 PROVIDENCE  
1E2 MELVILLE  
1E3 TIVERTON  
1E4 QUONSET POINT  
1E5 DAVISVILLE  
1E6 NEWPORT  
1ED QUONSET POINT NAS  
1EF NEWPORT NSD  
1EG BRENTON REEF

**CONNECTICUT AREA:**

1F1 NEW HAVEN  
1F2 GROTON  
1F3 NEW LONDON  
1F4 BRIDGEPORT

**NEW YORK AREA:**

1G1 NEW YORK  
1G2 PORT JEFFERSON, LONG ISLAND  
1G3 BAYONNE, NJ  
1G4 CARTERET, NJ  
1G5 EARLE, NJ  
1G6 PORT NEWARK, NJ  
1G7 PERTH AMBOY, NJ  
1G8 PATERSON, NJ  
1G9 PORT ELIZABETH, NJ  
1GA PORT READING, NJ  
1GC BAYONNE, NJ, MILITARY OCEAN TERMINAL  
1GE EDGEWATER, NJ  
1GF WEEHAWKEN, NJ  
1GG HOBOKEN, NJ  
1GH HOWLAND HOOK, STATEN ISLAND  
1GJ BROOKLYN  
1GK KEARNEY, NJ  
1GL FORT SCHULER  
1GM STATEN ISLAND

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**DELAWARE AREA:**

1H1 DELAWARE CITY  
1H2 PETTY ISLAND  
1H3 WILMINGTON

**NEW JERSEY AREA:**

1JI ATLANTIC CITY  
1J2 PAULSBORO  
1J5 TREMLEY

**PENNSYLVANIA AREA:**

1K1 MARCUS HOOK  
1K2 PHILADELPHIA  
1K3 CAMDEN, NJ  
1K4 GLOUCESTER CITY, NJ, HOLT MARINE  
TERMINAL  
1K5 PHILADELPHIA, PIER 124  
1K6 PHILADELPHIA, PIER 18  
1K7 PHILADELPHIA, PIER 84  
1K8 BRISTOL  
1K9 CHESTER  
1KA PENNSAUKEN, NJ  
1KB WESTVILLE (EAGLE POINT), NJ  
1KC SALEM, NJ

**MARYLAND AREA:**

1L1 BALTIMORE  
1L2 CURTIS BAY  
1L3 PINEY POINT  
1L4 ANNAPOLIS  
1L5 SPARROWS POINT  
1L6 BALTIMORE (SHIPYARD)  
1LA BALTIMORE OUTPORT

**VIRGINIA AREA:**

1M1 NORFOLK  
1M2 NEWPORT NEWS  
1M3 PENNIMAN, NSC, CHEATHAN ANNEX  
1M4 YORKTOWN NWS  
1M5 CRANEY ISLAND  
1M6 PORTSMOUTH NSY  
1M7 ST. JULIANS CREEK NAD  
1M8 RICHMOND  
1M9 FORT EUSTIS  
1MA PORTSMOUTH  
1MB NORFOLK (SHIPBUILDING AND DRYDOCK  
CO.)  
1MC CAPE CHARLES (ANCHORAGE)  
1MG NORFOLK (JACKSONVILLE, FL)  
1MJ NORFOLK NSC  
1MK LYNNHAVEN ROADS

1ML LAMBERTS POINT  
1MM HAMPTON ROADS  
1MN NORFOLK (NORSHIPCO)  
1MP CHEATHAM ANNEX  
1MQ SWELLS POINT  
1MR FORT STORY  
1MS JAMES RIVER RESERVE FLEET

**NORTH CAROLINA AREA:**

1N1 BEAUFORT  
1N2 MOREHEAD CITY  
1N3 WILMINGTON  
1N4 SOUTHPORT, MILITARY OCEAN TERMINAL  
SUNNY POINT  
1NA ONSLOW BAY  
1NB CAPE FEAR

**SOUTH CAROLINA AREA:**

1P1 BEAUFORT  
1P2 CHARLESTON  
1P3 PORT ROYAL  
1P4 GEORGETOWN  
1PB CHARLESTON NYS  
1PK CHARLESTON WET STORAGE BASIN

**GEORGIA AREA:**

1Q1 SAVANNAH  
1Q2 KINGS BAY NAVAL SUBMARINE BASE  
1Q3 BRUNSWICK

**FLORIDA AREA:**

1R1 CAPE CANAVERAL  
1R2 COCOA BEACH  
1R3 JACKSONVILLE  
1R4 MAYPORT  
1R5 MIAMI  
1R6 KEY WEST  
1R7 PORT EVERGLADES  
1R8 FORT LAUDERDALE  
1R9 WEST PALM BEACH  
1RA KEY WEST PINE LINE  
1RB COCOA BEACH, PATRICK AFB  
1RC FORT PIERCE  
1RD MAYPORT NAVAL AUXILIARY AIR STATION  
1RE MIAMI, DODGE ISLAND  
1RF KEY WEST NAVAL STATION  
1RG GREEN COVE SPRINGS

**GREAT LAKES, LAKE ERIE AND LAKE HURON  
AREA:**

1S1 BUFFALO, NY  
1S2 CLEVELAND, OH



1S3 DETROIT, MI  
134 ERIE, PA  
1S5 BAY CITY, MI  
1S6 TOLEDO, OH  
1S7 PORT HURON, MI  
1S8 ROGERS CITY, MI  
1S9 SARNIA, CANADA  
1SA HARRISVILLE, MI  
1SB ECORSE, MI  
1SC DETROIT, MI MARINE TERMINAL  
1SL DETROIT, MI HARBOR TERMINAL

**GREAT LAKES, LAKE MICHIGAN AREA:**

1T1 CHICAGO, IL  
1T2 BURNS, IN  
1T3 KENOSHA, WI  
1T5 MUSKEGON, MI  
1T7 MILWAUKEE, WI  
1T8 GREEN BAY, WI

1T9 ESCANABA, MI

**GREAT LAKES, LAKE ONTARIO AREA:**

1U1 TORONTO, CANADA  
1U2 ROCHESTER, NY  
1U3 OSWEGO, NY  
1U4 HAMILTON, CANADA  
1U5 WATERTOWN, NY

**GREAT LAKES, SAINT LAWRENCE RIVER AREA:**

1V1 MONTREAL, CANADA  
1V2 QUEBEC, CANADA  
1V3 OGDENSBURG, NY  
1V4 RIMOUSKI, CANADA

**GREAT LAKES, LAKE SUPERIOR AREA:**

1W1 DULUTH, MN  
1W2 MARQUETTE, MI  
1W3 SAULT STE. MARIE

**b. United States, gulf coast ports**

**FLORIDA AREA:**

2A1 PANAMA CITY  
2A2 PENSACOLA NAS  
2A3 TAMPA  
2A4 PENSACOLA  
2A5 PORT TAMPA  
2A6 SANTA ROSA  
2AA PANAMA CITY NAVAL MINE DEFENSE  
LABORATORY

**ALABAMA AREA:**

2B1 MOBILE  
2B2 THEODORE  
2B3 BROOKLEY AFB  
2B4 BIRMINGHAM

**MISSISSIPPI AREA:**

2C1 GULFPORT  
2C2 PASCAGULA

**LOUISIANA AREA:**

2D1 BATON ROUGE  
2D2 LAKE CHARLES  
2D3 NEW ORLEANS  
2D4 ST. ROSE  
2D5 CHALMETTE  
2D6 NORCO  
2D7 GOODHOPE  
2D8 SUNSHINE  
2D9 SAINT JAMES

2DA LOOP  
2DB MORGAN CITY  
2DC NEW ORLEANS  
2DD VIOLET

**TEXAS, EAST AREA:**

2E1 BEAUMONT  
2E2 FREEPORT  
2E3 GALVESTON  
2E4 HOUSTON  
2E5 ORANGE  
2E6 PORT ARTHUR  
2E7 TEXAS CITY  
2E8 PORT NACHES  
2E9 BAYTOWN  
2EA NEDERLAND  
2EB JACINTO  
2EC SEABROOK  
2ED SABINE PASS  
2EF FAIRWAY (ANCHORAGE)  
2EN ORANGE NAVAL STATION

**TEXAS, SOUTH AREA:**

2F1 BROWNSVILLE  
2F2 CORPUS CHRISTI  
2F3 PORT ISABEL  
2F4 DEER PARK  
2FB CORPUS CHRISTI NAS  
2FC NAVAL STATION INGLESIDE

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**MISSISSIPPI RIVER AREA:**

2G1 ST. LOUIS, MO  
2G2 MEMPHIS, TN

**c. United States, California ports**

**HUMBOLT BAY AREA:**

3A1 EUREKA

3DL ALAMEDA, MOTBA

3DS OAKLAND, SEALAND TERMINAL

**NORTH CENTRAL AREA, EXCEPT INLAND SAN FRANCISCO:**

3B\_ RESERVED

**MONTEREY BAY AREA:**

3E1 DAVENPORT

3E2 MONTEREY

**SAN FRANCISCO, UPPER BAY AREA:**

3C1 OZOL

3C2 RICHMOND

3C3 MARTINEZ

3C4 PORT CHICAGO

3C5 STOCKTON

3C6 OLEUM

3C7 MARE ISLAND

3C8 TIBURON

3C9 PORT COSTA

3CA AVON

3CB RICHMOND, NFD, POINT MOLATE

3CC SACRAMENTO

3CD PORT CHICAGO, NAD, CONCORD

3CE STOCKTON ANNEX, NSC OAKLAND

3CF RODEO

3CG BENECIA, ARMY RESERVE

3CH EXXON BENECIA

3CI HERCULES

**ESTERO BAY AREA:**

3F1 AVILA

3F2 POINT SAN LUIS

3F3 ESTERO BAY

**SANTA BARBARA CHANNEL AREA:**

3G1 PORT HUENEME

3G2 SANTA CRUZ ISLAND

3GA PORT HUENEME NCBC

**LOS ANGELES AREA:**

3H1 LOS ANGELES

3H2 SAN PEDRO

3H3 LONG BEACH

3H4 EL SEGUNDO

3H5 WILMINGTON

3H6 SEAL BEACH NWS

3H7 TERMINAL ISLAND

3HA BLYTHE

3HC LONG BEACH NSC

3HL SAN PEDRO MTMC TERMINAL

3HR CAMP PENDELTON

3HS LONG BEACH

**SAN FRANCISCO, LOWER BAY AREA:**

3D1 SAN FRANCISCO

3D2 OAKLAND

3D3 ALAMEDA

3D4 REDWOOD CITY

3D5 HUNTERS POINT

3DA SUISUN BAY

3DB OAKLAND NSC

3DC ALAMEDA NAS

3DK OAKLAND, MOTBA

**SAN DIEGO AREA:**

3J1 SAN DIEGO

3JA SAN DIEGO NSC

3JB SAN DIEGO NAS

**d. United States, northwest coast ports**

**BRITISH COLUMBIA AREA:**

4A1 PORT ALBERNI, VANCOUVER ISLAND

4A2 NANAIMO, VANCOUVER ISLAND

4A3 VANCOUVER, BRITISH COLUMBIA

**NORTHWEST WASHINGTON AREA:**

4B1 BELLINGHAM

4B2 ANACORTES

4B3 FERNDALE

**WHIDBEY ISLAND AREA:**

AC1 PORT ANGELES  
4C2 PORT TOWNSEND  
4C3 WHIDBEY ISLAND  
4C4 MUKILTEO  
4C5 EVERETT  
4CC WHIDBEY ISLAND NAS  
4CD INDIAN ISLAND

**PUGET SOUND, UPPER AREA:**

4D1 PORT GAMBLE  
4D2 BREMERTON SEALAND TERMINAL  
4D3 SEATTLE  
4D8 RICHMOND BEACH  
4D9 EDMONDS  
ADB BREMERTON NSY  
4DK BREMERTON NAD, BANGOR  
4DL SEATTLE MTMC TERMINAL  
4DS SEATTLE SEALAND TERMINAL  
4DT KEYPORT

**PUGET SOUND, LOWER AREA:**

4E1 TACOMA  
4E2 OLYMPIA  
4E3 BANGOR  
4EA TACOMA NAVAL STATION  
4EB COMMENCEMENT BAY (ANCHORAGE)

**GRAYS HARBOR AREA:**

4F1 HOQUIAM  
4F2 ABERDEEN  
4F3 RAYMOND

**ASTORIA, OREGON AREA:**

4G1 ASTORIA  
4G2 BEAVER  
4G3 WARRENTON

**COLUMBIA RIVER, INLAND AREA:**

4H1 WAUNA, OR  
4H2 WESTPORT, OR  
4H3 LONGVIEW, WA  
4H4 RAINIER, OR  
4H5 ST HELENS, WA  
4H6 PORTLAND, OR  
4H7 VANCOUVER, WA  
4H8 BRADWOOD, WA  
4H9 PORTLAND, OR, N.W. MARINE IRON  
WORKS

**OREGON, CENTRAL AREA:**

4J1 NEWPORT

**OREGON, SOUTH AREA:**

4K1 COOS BAY

**e. North Atlantic ports**

**NEW BRUNSWICK AND NOVA SCOTIA AREA:**

AA1 ST, JOHNS, NEW BRUNSWICK  
AA2 HALIFAX, NOVA SCOTIA  
AA3 SIDNEY, NOVA SCOTIA

**QUEBEC AREA:**

AB1 MINGAN  
AB2 MECATINA

**NEWFOUNDLAND, EAST AREA:**

AC1 ST. JOHN'S  
AC2 ARGENTIA  
AC3 ELLISTON  
AC4 REDCLIFF

**NEWFOUNDLAND, WEST AREA:**

AD1 CORNERBROOK  
AD2 ST. GEORGES BAY

AD3 STEPHENVILLE (HARMON)

**NEWFOUNDLAND, NORTH AREA:**

AE1 ST. ANTHONY  
AE2 LASCIE

**LABRADOR, EAST AREA:**

AF1 FOX HARBOR  
AF2 SPOTTED ISLAND  
AF3 CARTWRIGHT  
AF4 GOOSE BAY

**LABRADOR, CENTRAL AREA:**

AG1 CUT THROAT ISLAND  
AG2 CAPE MAKKOVIK  
AG3 HOPEDALE

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## **LABRADOR, NORTHEAST AREA:**

AH1 SAGLEK  
AH2 FORT CHIMO, QUEBIC

## **BAFFIN ISLAND, SOUTHEAST AREA:**

AJ1 FROBISHER BAY  
AJ2 RESOLUTION ISLAND  
AJ3 BREVOORT ISLAND, N.W. TERRITORY

## **BAFFIN ISLAND, WEST AREA:**

AK1 WEST BAFFIN ISLAND, FOX B  
AK2 LONGSTAFF BLUFF, FOX 2  
AK3 BRAY ISLAND, FOX A  
AK4 ROWLEY ISLAND, FOX 1  
AK5 FORT CHURCHILL, MANITOBA

## **BAFFIN ISLAND, NORTH AREA:**

AL1 PADLOPING ISLAND  
AL2 CAPE DYER, DYE  
AL3 DURBAN ISLAND, FOX E  
AL4 BROUGHTON ISLAND, FOX 5  
AL5 KIVITOO, FOX D  
AL6 CAPE HOOPER, FOX 4  
AL7 EKALUGAD FJORD, FOX C  
AL8 CLYDE RIVER  
AL9 CAPE HARRISON, DEVON ISLAND  
ALA CAPE CHRISTIAN

## **GREENLAND, SOUTH AREA:**

AM1 IVIGTUT  
AM2 GRONDAL  
AM3 IKATEG  
AM4 NARARSSUAK

## **GREENLAND, WEST AREA:**

AN1 UPERNAVIK  
AN2 SONDRESTROM, BW8

AN3 ITIVDLEG, DYE 1  
AN4 CRUNCHER ISLAND  
AN5 DYE 2  
AN6 DYE 3

## **GREENLAND, NORTHEAST AREA:**

AP1 KULUSUK, DYE 4  
AP2 HALL LAKE, FOX

## **GREENLAND, NORTH AREA:**

AQ1 THULE

## **GREENLAND, EAST AREA:**

AR1 ANGMAGSSALIK

## **NORTHEAST ARCTIC, EAST AREA:**

AS1 WEST MELVILLE PENINSULA, CAM 5  
AS3 EAST SIMPSON PENINSULA, CAM E  
AS4 WEST SIMPSON PENINSULA, CAM 4

## **NORTHEAST ARCTIC, WEST AREA:**

AT1 SIMPSON LAKE, CAM D  
AT2 SHEPHERD BAY, CAM 3  
AT3 MATTHESON POINT, CAM C  
AT4 KING WILLIAM ISLAND, CAM 2

## **ICELAND AREA:**

AU1 REYKJAVIK  
AU2 KEFLAVIK  
AU3 HOFN  
AU4 LANGANES  
AU5 GRINDAVIK  
AU6 HAFNARFJORDUR  
AU7 HVALFJORDUR  
AU8 NJARDVIKUR  
AU9 HELGUVIK

## **f. Panama ports**

### **PANAMA AREA:**

BA1 BALBOA  
BA4 RODMAN NAVAL STATION  
BA5 FARFAN  
BA6 MIRA FLOPES LOCK, CANAL ZONE  
BB1 CRISTOBAL  
BB2 GATUN  
BB3 COCO SOLO

BB4 TORO POINT  
BB5 LAS MINAS  
BB6 COLON, CANAL ZONE  
BB7 SAMBA BONITA ISLAND, CANAL ZONE  
BB8 MINDI PIER, CANAL ZONE

g. Caribbean ports

**BERMUDA AREA:**

CA1 HAMILTON  
CA2 ST. GEORGE  
CA3 NAVAL STATION

**BAHAMAS AREA (NORTH OF 24 DEGREES):**

CB1 GRAND BAHAMA  
CB2 NEW PROVIDENCE, NASSAU  
CB3 GOVERNOR'S HARBOUR  
**CB4 SAN SALVADOR ISLAND, BAHAMAS**  
CB5 ANDOS  
CB6 SOUTH RIDING POINT  
CB7 ABACO ISLAND, BAHAMAS

**BAHAMAS AREA (SOUTH OF 24 DEGREES):**

CC1 MAYAGUANA  
CC2 GRAND TURK

**CUBA, NORTHWEST AREA:**

CD1 HAVAVA  
CD2 MATANZAS  
CD3 SANTA CLARA

**CUBA, SOUTHEAST AREA:**

CE1 GUANTANAMO  
CE2 SANTIAGO  
CE3 PUERTO MANATI  
CE4 NUEVITAS

**CUBA, SOUTH CENTRAL AREA:**

CF1 CIENFUEGOS  
CF2 NUEVA GERONA, ISLE DE PINOS  
CF3 JUCARO

**JAMAICA AREA:**

CG1 KINGSTON  
CG2 PORT ANTONIO  
CG3 GRAND CAYMAN  
**CG4 MONTEGO BAY, JAMAICA**

**HAITI AREA:**

CHI PORT AU PRINCE  
CH2 CAPE HATIEN  
CH3 GONAIVES ELEUTHERA

**DOMINICAN REPUBLIC AREA:**

CJ1 SANTA DOMINGO  
CJ2 PUERTO PLATA  
CJ3 ANDRES  
CJ4 RIO DAINA (HAINA)

**CJ5 LAS CALDEROS NAVAL BASE**

**PUERTO RICO AREA:**

CK1 SAN JUAN  
CK2 ROOSEVELT ROADS  
CK3 AQUADILLA  
CK4 ENSENADA  
CK5 MAYAGUEZ  
CK6 PONCE  
CK7 YABUCOA  
CK8 GUAYANILLA  
CKA SAN JUAN NAVAL STATION

**ARUBA AREA:**

CL1 ST. NICOLAS BAY  
CL2 WILLEMSTAD, CURACAO  
CL3 BONAIRE  
CL4 ORANJESTAD, NETHERLANDS WEST INDIES  
CL5 CARACAS BAY

**VIRGIN ISLAND AREA:**

CM1 CHARLOTTE AMALIE, ST. THOMAS  
CM2 CHRISTIANSTES, ST. CROIX  
CM3 ROAD TOWN, TORTOLA  
CM4 VIEQUES, VIEQUES  
CM5 ST. CHRISTOPHER, ST. KITTS  
CM6 FREDERIKSTED, ST. CROIX  
CM7 PORT ALUEROIX

**LESSER ANTILLES, LEEWARD AREA:**

CN1 BASSE TERRE, GUADELOUPE  
CN2 ST. JOHN'S, ANTIGUA

**LESSER ANTILLES, WINDWARD AREA:**

CP1 FORT DE FRANCE, MARTINIQUE  
CP2 CASTRIES, ST. LUCIA  
CP3 BRIDGETOWN, BARBADOS  
CP4 ST. GEORGE'S, GRENADA  
CP5 ROSEAU, DOMINICA  
CP6 ST. MARTEEN, ANTILLES  
CP7 KINGSTON. ST. VINCENT  
CP8 GEORGETOWN, ST. VINCENT

**MEXICO, EAST AREA:**

CQ1 COATZACOALCOS (PUERTO)  
CQ2 VERA CRUZ  
CQ3 DOS BOCAS  
CQ4 CAYO ARCOS

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**HONDURAS AND GUATEMALA GULF AREA:**

CR1 BELIZE, HONDURAS  
CR2 LIVINGSTON, GUATEMALA  
CR3 PUERTO BARRIOS, GUATEMALA  
CR4 PUERTO CORTEX, HONDURAS  
CR5 AMAPOLA, HONDURAS  
CR6 PUERTO SANTO THOMAS DE CASTILLA,  
GUATEMALA  
CR7 PUERTO CASTILLA, HONDURAS

**NICARAGUA AND COSTA RICA, EAST AREA:**

CS1 BLUEFIELDS, NICARAGUA  
CS2 LIMON, COSTA RICA

**COLOMBIA, NORTH AREA:**

CT1 CARTAGENA  
CT2 BARRANQUILLA  
CT3 SANTA MARTA

CT4 CARTAGENA, BOLIVAR NAVAL BASE

**VENEZUELA AREA:**

CU1 LA GUAIRA  
CU2 CARACAS  
CU3 PUERTO CABELLO  
CU4 AMURAY BAY  
CU5 PUERTO LA CRUZ  
CU6 PUNTA CARDON MARACAIBO  
CU7 MARACAIBO  
CU8 EL PALITO

**TRINIDAD AREA:**

CV1 PORT OF SPAIN

**GUYANA AREA:**

CW1 GEORGETOWN, GUYANA  
CW2 PARAMARIBO, SURINAME  
CW3 CAYENNE, FRENCH GUIANA

**h. Middle America, west coast ports**

**MEXICO, WEST AREA:**

DA1 MAZATLAN  
DA2 GUAYMAS  
DA3 MANZANILLO  
DA4 ACAPULCO  
DA5 SOCARRO ISLAND  
DA6 COATZACOALCOS

**GUATEMALA AREA:**

DB1 SAN JOSE  
DB2 PUERTO QUETZAL  
DB3 SANTO THOMAS, GUATAMALA

**EL SALVADOR AREA:**

DC1 LA UNION  
DC2 LA LIBERTAD  
DC3 ACAJUTLA

DC4 SAN SALVADOR

**NICARAGUA AREA:**

DD1 CORINTO  
DD2 MANAGUA

**COSTA RICA AREA:**

DE1 PUNTARENAS  
DE2 CALDERA  
DE3 QUEPOS  
DE4 GOLFITO

**HONDURAS AREA:**

DF1 SAN LORENZO  
DF2 FUERZA  
DF3 BASEDE PUERTO

**i. South America, west coast ports**

**GALAPAGOS AND COCOS ISLAND AREA:**

EA1 COCOS ISLANDS  
EA2 WRECK BAY, GALAPAGOS ISLAND

**COLOMBIA AREA:**

EB1 BUENAVENTURA  
EB2 BOGOTA

**ECUADOR AREA:**

EC1 GUAYAQUIL  
EC2 ESMERALDES  
EC3 LA LIBERTAD  
EC4 PUERTO BOLIVAR  
EC5 MANTA

**PERU AREA:**

ED1 CALLAO  
ED2 LIMA  
ED3 MOLLENDO  
ED4 MATARANI  
ED5 SALAVERRY  
ED6 TALARA  
ED7 CHIMBOTE  
ED8 IQUITOS  
ED9 ANCON  
EDA BAYOVAR  
EDB EAYOZR

**CHILE AREA:**

EE1 ANTOFAGASTA  
EE2 ARICA  
EE3 VALPARISO  
EE4 TALCHAUANO  
EE5 PUNTA ARENAS  
EE6 CHANARAL, DE LAS ANIMAS  
EE7 SAN ANTONIO  
EE8 TOCOPILLA  
EE9 PUERTO MONTT  
EEA VALDIVIA  
EEB IQUIQUE

**j. South America, east coast ports**

**BRAZIL, NORTHEAST COAST AREA:**

FA1 BELEM  
FA2 NATAL  
FA3 RECIFE  
FA4 AMAPA  
FA5 SAO LUIS  
FA6 FORTALEZA

**BRAZIL, SOUTHEAST COAST AREA:**

FB1 RIO DE JANEIRO  
FB2 SANTOS  
FB3 PORTO ALEGRE  
FB4 BAHIA  
FB5 RIO TINTO, BRAZIL

**URUGUAY AREA:**

FC1 MONTEVIDEO

**PARAGUAY AREA:**

FD1 ASUNCION

**ARGENTINA AREA:**

FE1 BUENOS AIRES  
FE2 BAHIA BLANCA  
FE3 PUERTO BELGRANO  
FE4 PUERTO MADRYN

**FALKLAND ISLANDS AREA:**

FF1 PORT STANLEY

**k. Azores Islands ports**

GA1 PONTA DELGADA  
GA2 SANTA MARIA  
GA3 PRAIA DA VITORIA  
GA4 HORTA, FAYAL

GA5 LYLES PICO  
GA6 ANGRA DI HEROISMO  
GA7 LAJES

**l. British Isles ports**

**ENGLAND, SOUTHEAST AREA:**

HA1 PLYMOUTH  
HA2 EXETER  
HA3 HANBLE  
HA4 SOUTHAMPTON  
HA5 PORTSMOUTH  
HA6 THAMESHAVEN

HA7 LONDON  
HA8 FELIXSTOWE  
HA9 DOVER  
HAA ISLE OF GRAIN  
HAB HARWICH  
HAC NEWHAVEN  
HAD TILBURY

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HAE ORFORD NESS  
HAF CHATHAM  
HAG SHEERNESS  
HAH COLCHESTER  
HAJ SHOREHAM-BY-THE-SEAS  
HAK FAWLEY  
HAL PURFLEET  
HAM CORYTON  
HAN TURFLEET  
HAP HIGH WYCOMBE  
HAQ GRAVESEND  
HAR ROCHESTER  
HAS FALMOUTH  
HAT WEST THURROCK  
HAU LLANELLI, WALES  
HAV FAIRFORD  
HAW FLEETWOOD  
HAX BRIXHAM  
HAY RAMSGATE  
HAZ MISTLEY

**ENGLAND, WEST AREA:**

HB1 BRISTOL  
HB2 AVONMOUTH  
HB3 MILFORD HAVEN  
HB4 LIVERPOOL  
HB5 MANCHESTER  
HB6 BARRY, SOUTH WALES  
HB7 SWANSEA  
HB8 POOLE  
HB9 PRESTON  
HBA ANDERTON  
HBB GARSTON  
HBC EASTHAM  
HBD ELLESMERE PORT  
HBE RUNCORN  
HBF HOLYHEAD  
HBG NEWPORT, SOUTH WALES  
HBH PEMBROKE  
HBJ ROYAL PORTBURY DOCK  
HBK BARRY PILOT  
HBL WATCHET

**ENGLAND, EAST AREA:**

HC1 HULL  
HC2 NEWCASTLE  
HC3 IMMINGHAM (STORAGE)  
HC4 IPSWICH  
HC5 GRIMSBY  
HC6 GREAT YARMOUTH  
HC7 WALLSEND  
HC8 TEES PORT

HC9 TYNEMOUTH  
HCA SALTEND  
HCB KILLINGHOLME  
HCC MIDDLEBROUGH  
HCD KINGS LYNN  
HCE SOUTH SHIELDS  
HCF LOWESTAFT  
HCG GOOLE  
HCH CANVEY ISLAND  
HCJ WHITBY  
HCK IMMINGHAM  
HCL RIDHAM  
HCM HYTHE  
HCN CLIFF JETTY

**IRELAND AREA:**

HD1 BELFAST  
HD2 CORK  
HD3 DUBLIN  
HD4 LONDONDERRY  
HD5 GALWAY  
HD6 COBH, ERIE  
HD7 LARNE  
HD8 RED BAY  
HD9 WARRENPOINT

**SCOTLAND, WEST AREA:**

HE1 BOWLING  
HE2 PRESTWICK  
HE3 HOLY LOCH  
HE4 GLASGOW  
HE5 CAIRN RYAN  
HE6 LOCH STRIVEN  
HE7 CAMPBELTOWN  
HE8 ARDROSSAN  
HE9 LOCH EWE  
HEA STRANRAER  
HEB SHANDON  
HEC LOCH LONG  
HED GREENOCK  
HEE FAIRLIE  
HEF GLEN DOUGLAS  
HEG FASLANE

**SCOTLAND, EAST AREA:**

HF1 INVERFORDEN  
HF2 ABERDEEN  
HF3 ROSYTH  
HF4 EDINBURGH, LEITH  
HF5 SCRABSTER, CAITHNESS  
HF6 GRANGEMOUTH  
HF7 HOUND POINT



**SCOTTISH ISLANDS AREA:**

HG1 LERWICH, SHETLAND ISLANDS  
HG2 BALTA SOUNDS, **SHETLAND**  
HG3 LY NESS, ORKNEY ISLAND  
HG4 YELL SOUND, SHETLAND ISLANDS

HG5 SULLOM VOE, SHETLAND ISLANDS

**FAEROE ISLANDS AREA:**

HJ1 FAROE ISLAND

**m. Northern Europe ports**

**NORWAY AREA:**

JA1 OSLO  
JA2 HORTEN  
JA3 NARVIK  
JA4 BERGEN  
JA5 STAVENGER  
JA6 TRONDHEIM  
JA7 BODO (PORT)  
JA8 KRISTIANSAND  
JA9 DRAMMEN  
**JAA GRIMSTADT, NORWAY**  
JAB MOSS  
JAC BEJERKVIK, **NORWAY**  
JAD SALANGSVERKET  
JAE HOVRINGEN  
JAF HUMLA  
JAG FAUSKE  
JAH ANDOYA (KVALNES PIER)  
JAJ LARKOLLEN  
JAK MO-I-RANA  
JAL SORREISA  
JAM NAMSOS  
JAN GANGSAAS  
JAP LURA  
JAQ FINNSNESS  
JAR MURUVIK  
JAS STEINSVICK  
JAT AANDALSNES  
JAU HOMMELVIK  
JAV BOGEN  
JAW LARVIK  
JAX VAERNESS, **NORWAY**  
JAY BREKSTAD  
JAZ ANDENES  
J1A ORKANGER  
J1B HAAKONSVERN  
J1C SANDEFJORD  
J1D BOTNANESET  
J1E MELLOMOEYA  
J1F VALNESET  
J1G SORTLAND  
J1H ANDENEF  
J1K LISTA

J1L FREDERIKFTADT  
J1M HAMMARNEFODDEN  
J1N VERDAY  
J1P ST. JORDAL  
J1Q TANANGER  
J1R HJELTEFJORDON  
J1S SALANGEN  
J1T TROMSO

**SWEDEN AREA:**

JB1 GOTHENBURG  
JB2 STOCKHOLM  
JB3 HELSINGBORG  
JB4 WALLHAM  
JB5 SOEDERTAELJE  
JB6 KARLSKRONA  
JB7 UDDERVALLA  
JB8 VARBARG  
JB9 MALMO

**DENMARK AREA:**

JC1 COPENHAGEN  
JC2 AARHUS  
JC3 AALBORG  
JC4 FREDERIKSHAVN  
JC5 ESBJERG  
JC6 KORSOER  
JC7 FREDERICIA  
**JC8 HOLSTEBRO, DENMARK**

**FINLAND AREA:**

JD1 HELSINKI  
JD2 HANGO  
JD3 HAMINA

**POLAND AND USSR AREA:**

JE1 GDYNIA  
JE2 LENINGRAD  
JE3 WARSAW  
JE4 VILNEUS, CIS

**GERMANY AREA:**

JF1 BREMERHAVEN

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JF2 BREMEN  
JF3 EMDEN  
JF4 HAMBURG  
JF6 NORDENHEIM  
JF7 SYLT  
JF8 CUXHAVEN  
JF9 FARGE  
JFA WILHELMSHAVEN  
JFB BRUNSBUTTELKOOG  
JFC KEIL  
JFD MOENCHENGLAD-BACH  
JFE BRAKE  
JFF TRAVEMUNDE  
JFG VILSECK  
JFH WESERREDE  
JFJ ECKERNFORDE  
JFK KIEL CANAL, GERMANY

**THE NETHERLANDS AREA:**

JG1 ROTTERDAM  
JG2 AMSTERDAM  
JG3 PORTERSHAVEN  
JG4 BUITENBUIZEN  
JG5 TERNEUZEN  
JG6 HOOK OF HOLLAND  
JG7 DORDRECHT  
JG8 PERMIS  
JG9 VLISSINGEN (FLUSHING)  
JGA EEMSHAVEN  
JGB ROZENBURG  
JGC SCHEVENINGEN

**BELGIUM AREA:**

JH1 ZEEBRUGGE  
JH2 ANTWERP  
JH3 OSTEND  
JH4 GHENT

**FRANCE, CHANNEL PORTS AREA:**

JJ1 CHERBOURG  
JJ2 DUNKERQUE  
JJ3 LE HAVRE

JJ4 ROUEN  
JJ5 CALAIS  
JJ6 BOULOGNE  
JJ7 DIEPPE  
JJ8 D'ARQUES  
JJ9 PETIT COURONNE

**FRANCE, BAY OF BISCAY AREA:**

JK1 BORDEAUX  
JK2 BASSENS  
JK3 DONGES  
JK4 LA PALLICE  
JK5 NANTES  
JK6 PAUILLAC  
JK7 ST. HERBLAIN  
JK8 ST. NAZAIRE  
JK9 ROCHEFORT  
JKA PIRIAC  
JKC LE VERDON

**SPAIN, BAY OF BISCAY AREA:**

JL1 SANTANDER  
JL2 EL FERROL  
JL3 GIJON  
JL4 LA CORUNA  
JL5 SAN SEBASTIAN  
JL6 BILBAO  
JL7 VIGO  
JL8 ALGELIRAS

**GERMANY, RHINE RIVER AREA:**

JM1 GERMERSHEIM  
JM2 MAINZ  
JM3 MANNHEIM  
JM4 BINGEN  
JM5 LUDWIGSHAFEN  
JM6 GERNESHEIM  
JM7 KARLSRUHE  
JM8 WORMS  
JM9 FRANKFURT AM MAIN  
JN1 RIGA, LATVIA

**n. Western Meditteranean ports****PORTUGAL AREA:**

KA1 LISBON  
KA2 PORTO  
KA3 FUNCHAL, MADEIRA ISLAND  
KA4 ALVERCA  
KA5 SETUBAL  
KA6 FARO

**MOROCCO AREA:**

KB1 CASABLANCA  
KB2 FERDALA  
KB3 LAS PALMAS, CANARY ISLANDS  
KB4 TENERIFE, CANARY ISLANDS  
KB5 MELILLA  
KB6 PORT LYAUTEY

KB7 RABAT  
KB8 SAFI  
KB9 TANGIERS  
KBB MOHAMMEDIA  
KBC SANTA CRUZ DE LE PALMA, CANARY  
ISLANDS  
KBF MOROCCO, US NAVAL TRAINING COMMAND,  
KENTITA PORT LYAUTEY  
KBG CEUTA

**ALGERIA AREA:**

KC1 ALGIERS  
KC2 ORAN  
KC3 ARZEW  
KC4 BEJAIA

**TUNISIA AREA:**

KD1 TUNIS  
KD2 BIZERTE  
KD3 SIDI AHMED  
KD4 SKHIRA

**SICILY AREA:**

KE1 PALERMO  
KE2 AUGUSTA  
KE3 CATANIA, NAF, SIGONELLA  
KE4 VALETTA, MALTA ISLAND  
KE5 SIRACUSA  
KE6 TRAPANI  
KE7 LAMPEDUSA ISLAND  
KE8 PORTO EMPEDOCLE  
KE9 MILAZZO  
KEA MELLILI  
KEB MESSINA

**ITALY, WEST AREA:**

KF1 NAPLES  
KF2 POZZUOLI  
KF3 LEGHORN  
KF4 GENOA  
KF5 LA SPEZIA  
KF6 CIVITAVECCHIA  
KF7 BASTIA, CORSICA  
KF8 GAETA  
KF9 SALERNO  
KFA TOMBOLO (AMMUNITION PORT)  
KFB PIOMBINO

KFC TALAMONE  
KFD SANTO STEFANO  
~~KFE~~ **PISA, ITALY**  
KFF LIVORNO  
KFG SAVONA  
KFH CASTELLAMARE DI STABIA

**SARDINIA AREA:**

KG1 CAGLIARI  
KG2 LA MADDALENA  
KG3 OLBIA  
KG4 TORRES  
KG5 PORTO TORRES, ITALY  
KG6 ORISTANO  
KG7 SARROCH  
KG8 PALAU SARDINA

**FRANCE, MEDITERRANEAN AREA:**

KH1 MARSEILLE  
KH2 TOULON  
KH3 CANNES  
KH4 LAVERN  
KH5 MONTE CARLO, MONACO  
KH6 L'ESPIGUETTE  
KH7 FOS  
KH8 RADE D'HYERES

**SPAIN, SOUTH ATLANTIC AREA:**

KJ1 CADIZ  
KJ2 ROTA  
KJ3 SEVILLE  
KJ4 GIBRALTER  
KJ5 HUELVA  
KJ6 ALGECIRAS

**SPAIN, MEDITERRANEAN AREA:**

KL1 BARCELONA  
KL2 CARTAGENA  
KL3 ALICANTE  
KL4 LA ALGAMECA  
KL5 VALENCIA  
KL6 TARRAGONA  
KL7 PALMA, BALERIC ISLAND  
KL8 ALMERIA  
KL9 MALAGA  
KLA CASTELLON

o. Eastern Meditteranean ports

**ITALY, EAST AREA:**

LA1 VENICE

LA2 TARANTO  
LA3 BRINDISI

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LA4 BARI  
LA5 ANCONA  
LA6 PRIOLA  
LA7 MARGHERA

**TRIESTE AREA:**

LB1 TRIESTE

**YUGOSLAVIA AREA:**

LC1 BAKAR  
LC2 RIJEKA  
LC3 PLOCE  
LC4 KOPER

**GREECE, SOUTHERN AREA:**

LD1 PIRAEUS  
LD2 ELEVSIS  
LD3 PATRAS  
LD4 HATTARAS  
LD5 CANDIA, CRETE  
LD6 SALAMIS  
LD7 ANDIKIRA  
LD8 IRAKLION, CRETE  
LD9 SUDA BAY, CRETE  
LDA SKARAMANGA BAY  
LDB ST. THEODORIA  
LDC PERAMA

**GREECE, AEGEAN SEA AREA:**

LE1 THESSALONIKI  
LE2 VOLOS  
LE3 STILIS  
LE4 OROPUS  
LE5 AKHILLION  
LE6 RHODES  
LE7 LEROS ISLAND  
LE8 ACHINOS  
LE9 MEGARA  
LEB KAVALLA  
LEC MYKONOS ISLAND  
LED KOS ISLAND  
LEE SYROS, SYROS ISLAND  
LEF PYLOS  
LEG KALAMATA

**SYRIA AREA:**

LF1 LATAKIA  
LF2 TARTUS

**CYPRUS AREA:**

LG1 LARNACA  
LG2 FAMAGUSTA

LG3 LIMASSOL  
LG4 AKROTIRI

**LEBANON AREA:**

LH1 BEIRUT  
LH2 JUNIYAH  
LH3 SAYDA

**ISRAEL AREA:**

LJ1 HAIFA  
LJ2 TEL AVIV  
LJ3 JAFFA  
LJ4 EILAT  
LJ5 ASHDOD

**EGYPT AREA:**

LK1 ALEXANDRIA  
LK2 CAIRO  
LK3 PORT SAID  
LK4 SUEZ  
LK5 RASSHUKHEIR  
LK6 JABAL AT THAIR ISLAND  
LK7 BURSA SAFAGO  
LK8 TEWFIK  
LK9 EL BALLAH  
LKA GREAT BITTER LAKE (BUHEIRAT)  
LKC *EL DIKHEILA, EGYPT*

**LIBYA AREA:**

LL1 TARABULUS  
LL2 BENGAS1  
LL3 MARSA AL BURAYGAH  
LL4 ES SIDER  
LL5 RA'S AL UNUF  
LLA HALQ EL QUED, TUNISIA

**TURKEY, SOUTH AREA:**

LQ1 ISKENDERUN  
LQ2 MERSIN  
LQ3 ANTALYA  
LQ4 YUMURTALIK

**TURKEY, WEST AREA:**

LR1 IZMIR  
LR2 ISTANBUL MILITARY TERMINAL  
LR3 DORINCE  
LR4 GELIBOLU  
LR5 GOLCUK  
LR6 ISTANBUL  
LR7 ISTANBUL, HAYDARPASS  
LR8 KARAMURSEL  
LR9 ISTANBUL, CEKMECE

LRA TEKIRDAG  
LRB BANDIRMA  
LRC KONCA  
LRD KUSADASI  
LRE CESME, TURKEY

**TURKEY, BLACK SEA AREA:**

LS1 SAMSUN  
LS2 SINOP  
LS3 TRABZON

LS4 AMASRA  
LS5 CONSTANTZA, ROMANIA  
LS6 GALATI, ROMANIA  
LS8 POTI, GEORGIA  
LS9 VARNA, BULGARIA

**GREECE, IONIAN ISLANDS AREA:**

LT1 CORFU ISLAND  
LT2 IGOUMENITSA

**p. West Africa ports**

**ASCENSION ISLANDS AREA:**

MA1 CLARENCE BAY

**ST. HELENA ISLAND AREA:**

MB1 ST. HELENA

**CAPE VERDE ISLANDS AREA:**

MC1 PRAI  
MC2 SANTA MARIA, SAL ISLAND

**SENEGAL AREA:**

MD1 DAKAR

**GUINEA AREA:**

ME1 BISSAU

**GAMBIA AREA:**

MF1 BATHURST

**SIERRE LEONE AREA:**

MG1 FREETOWN

**LIBERIA AREA:**

MH1 MONROVIA

**IVORY COAST AREA:**

MJ1 ABIDJAN, IVORY COAST  
MJ2 GRAND BASSAM

**GHANA AREA:**

MK1 ACCRA  
MK2 SEKONDI  
MK3 TAKORADI  
MK4 LOME, TOGO  
MK5 TEMA

**NIGERIA AREA:**

ML1 LAGOS  
ML2 PORT HARCOURT  
ML3 APAPA  
ML4 FORCADOS  
ML5 BONNY  
ML6 ESCRAVOS  
ML7 BASS RIVER TERMINAL

**CAMEROON AREA:**

MM1 DOUALA, CAMEROON  
MM2 KOLE

**CONGO AREA:**

MN1 MATADI, ZAIRE  
MN2 BRAZZAVILLE, CONGO  
MN3 POINTE NOIRE, CONGO  
MN4 BOMA, ZAIRE

**GABON AREA:**

MP1 LIBREVILLE  
MP2 OWENDO  
MP3 SAO TOME ISLAND

**ANGOLA AREA:**

MQ1 LUANDA  
MQ2 LOBITA

**GUINEA AREA:**

MR1 CONAKRY

**DAHOMY AREA:**

MS1 PORTO NOVO  
MS2 COTONOU

**MURITANIA AREA:**

MT1 NOUAKCHOTT

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**q. South and East Africa ports**

**REPUBLIC OF SOUTH AFRICA AREA:**

NA1 CAPETOWN  
NA2 PRETORIA  
NA3 WALVIS BAY  
NA4 PORT ELIZABETH  
NA5 DURBAN

**MOZAMBIQUE AREA:**

NB1 BEIRA  
NB2 LOURENCO MARQUES

**MADAGASCAR AREA:**

NC1 TOAMASINA  
NC2 TANANARIVE

NC3 PORT LOUIS, MAURITIUS

**TANZANIA AREA:**

ND1 TANGA  
ND2 DAR ES SALAAM  
ND3 ZANZIBAR

**KENYA AREA:**

NE1 MOMBASA

**SOMALI AREA:**

NF1 MOGADISHU  
NF2 CHISIMAIO

**r. Persian Gulf and Red Sea ports**

**SOMALIA AREA:**

PA1 BERBERA

**DJIBOUTI AREA:**

PB1 DJIOUTI

**ETHIOPIA AREA:**

PC1 MASSAWA  
PC2 ASSAB

**SUDAN AREA:**

PD1 PORT SUDAN  
PD2 PORT SUDAN (ANCHORAGE)

**JORDAN AREA:**

PE1 AQABA

**SAUDI ARABIA, EAST AREA:**

PF1 UNASSIGNED  
PF2 RAS AT TANNURA  
PF3 DHAHRAN  
PF4 ASHSHUQAYQ  
PF5 RAS AL MISHAB  
PF6 AD DAMMAN  
PF7 AL KHOBAR  
PF8 AL JUBAYL  
PFS SAFE HAVEN

**YEMEN AREA:**

PG1 HODEIDA  
PG2 MOCHA

**ADEN AREA:**

PH1 ADEN

**OMAN AREA:**

PJ1 MUSCAT  
PJ2 MINA AL FAHAL  
PJ3 MINA AL RAYSUT  
PJ4 MINA QABOOS  
PJ5 SHARJAH  
PJ6 MASIRAH  
PJ7 MATRAH  
PJ8 SALALAH

**BAHRAIN AREA:**

PK1 BAHRAIN  
PK2 HALUL ISLAND, QATAR  
PK3 BAHRAIN ISLAND (ANCHORAGE)  
PK4 AD DAWHAH (DOHA), QATAR  
PK5 MINA SULMAN

**IRAQ AREA:**

PL1 BASRA

**IRAN AREA:**

PM1 BANDAR KHOMEYNI  
PM2 KORRAMSHAHR  
PM3 ABADAN  
PM4 BANDAR ABBAS  
PM5 BANDAR-E MASHUR  
PM6 BUSHEHR  
PM7 KHARG ISLAND

**KUWAIT AREA:**

PN1 AL KUWAIT

**SAUDI ARABIA, WEST AREA:**

PP0 RESERVED  
PP1 JIDDA  
PP2 YANBU A BAHR  
PP3 YANBO  
PP4 QUIZAN

PP5 RABIGH

**UNITED ARAB EMIRATES AREA:**

PQ1 DUBAI  
PQ2 ABU DHABI  
PQ3 MINA JABAL ALI  
PQ4 AL FUJAYRAH  
PQ5 KHOR FAKKEN  
PQ6 ZIRKU ISLAND  
PQ8 MINA ZAYED

**s. Burma and India ports**

**PAKISTAN AREA:**

QA1 KARACHI  
QA2 CHITTAGONG

**INDIA AREA:**

QB1 BOMBAY  
QB2 CALCUTTA  
QB3 MADRAS  
QB4 COCHIN

**BURMA AREA:**

QC1 RANGOON

**CEYLON AREA:**

QD1 COLOMBO  
QD2 TRINCOMALEE

**SEYCHELLES ISLAND AREA:**

QE1 VICTORIA HARBOR, MAHE ISLAND  
QF1 DIEGO GARCIA ISLAND

**LAREUNION AREA:**

QG1 LEPORT, LAREUNION ISLAND

**t. China Sea ports**

**THAILAND AREA:**

RA1 BANGKOK  
RA2 PATAYA  
RA3 SATTAHIP  
RA4 THUNG PRONG

**MALAYA AREA:**

RB1 SINGAPORE  
RB2 PORT SWETTENHAM  
RB3 PENANG  
RB4 PORT KELANG  
RB5 JOHOR BAHRU  
RB7 UMUT, PERAU

**SUMATRA AREA:**

RC1 MEDAN  
RC2 PEDANG  
RC3 PALEMBANG  
RC4 DUMAI

**JAVA AREA:**

RD1 DJAKARTA  
RD2 SURABAJA  
RD3 SEMARANG  
RD4 CILICAP (TUILATAP)

**TIMOR ISLAND AREA:**

RE1 DILI

**CAMBODIA AREA:**

RF1 PHNOM PENH  
RF2 KOMPONG SOM

**VIETNAM AREA:**

RG1 SAIGON  
RG2 HAIPHONG  
RG3 DA NANG  
RG4 QUI NHON  
RG5 NHA THRANG

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RGC AN THOI  
RGD CON SON ISLAND  
RGE CAM RANH BAY  
RGF PHAN THIET  
RGG TUY HOA  
RGH VUNG RO  
RGJ PHAN RANG  
RGK DONG TAM  
RGL DONG HA  
RGM MY THO  
RGN CAT LAI  
RGP DUC PHO  
RGQ THON MY THUY  
RGR BANGOI  
RGS TAN MY  
RGT VINH LONG  
RGU SAIGON, NEWPORT  
RGV VINH HUNG  
RGW DONG NAI  
RGX LONG XUYEN  
RGY NUI SAP

### CANTON AREA:

RH1 CANTON, CHINA  
RH2 HONG KONG  
RH3 HSINHSIANG  
RH4 SHANGHAI

### TAIWAN AREA:

RJ1 KEELUNG  
RJ2 TANSHUI  
RJ3 KAOHSIUNG  
RJ4 WUCH' I  
RJ5 HUALIEN  
RJ6 SUAO

### BORNEO AREA:

RK1 KUNCHING

### CELEBES AREA:

RL1 PALOPA  
RL2 MAKASSAR  
RL3 MANADO  
RL4 AMBON, MOLUCCA ISLANDS  
RL5 SURABAYA  
RL6 SINGAPORE  
RL7 HALIM DJAKARTA, INDONESIA  
RL8 BLANG LANCANG, INDONESIA

## u. Philippines ports

### LUZON ISLAND AREA:

SA1 MANILA  
SA2 SANGLEY POINT  
SA3 SUBIC BAY  
SA4 BATAAN  
SA5 QUINTANG POINT  
SA6 LOCANIN POINT  
SA7 SAN FERNANDO  
SA8 PORO POINT  
SA9 SUBIC CITY  
SAA SUBIC BAY (NAVMAG SUBIC)

### CENTRAL ISLANDS AREA:

SB1 ILOILO, PANAY ISLAND  
SB2 CEBU, CEBU ISLAND  
SB3 LEYTE, MANICONI ISLAND

SB4 TACLOBAN, LEYTE ISLAND  
SB5 SAMAR, SAMAR ISLAND  
SB6 PUERTO PRINCESA, PALAWAN ISLAND  
SB7 LUBANG ISLAND  
SB8 TABOGON ISLAND  
SBB MACTAN ISLAND  
SBC BATANGAS ISLAND

### MINDANAO AREA:

SC1 BUENA VISTA  
SC2 CAGAYAN DE ORO  
SC3 DAVAO  
SC4 BUGO  
SC5 ZAMBOANGA  
SC6 JOLO ISLAND

## v. Central Pacific Islands ports

### MARIANAS AREA:



TA1 APRA HARBOR, GUAM  
TA2 NSD, GUAM  
TA3 GARAPAN, SAIPAN  
TA4 TINIAN ISLAND  
TA5 ROTA ISLAND  
TA6 NAVMAG, GUAM

**MARSHALL ISLANDS, RALIK CHAIN AREA:**

TJ1 KWAJALEIN ATOLL  
TJ2 EBEYE ISLAND, KWAJALEIN  
TJ3 JALUIT ATOLL  
TJ4 ENIWETOK ISLAND  
TJ5 ENIWETOK LAGOON  
TJ6 WOTHO ISLAND  
TJ7 UJELANG ISLAND  
TJ8 ROI NAMUR

**MARSHALL ISLANDS, RATAK CHAIN AREA:**

TK1 MAJINO ISLAND  
TK2 WOTJE ATOLL  
TK3 BIKINI ATOLL  
TK4 AILINGINAE ATOLL

TK5 LIKIEP ATOLL  
TK6 RONGELAB ATOLL  
TK7 RONGERIK ATOLL  
TK8 UTIRIK ATOLL

**CAROLINE ISLANDS AREA:**

TL1 PULAP ISLAND  
TL2 PONAPE ISLAND  
TL3 OSI LUI ISLAND  
TL4 TRUK ISLAND  
TL5 ULITHI ISLAND  
TL6 KAPINGARANGI ISLAND  
TL7 KUSEL ISLAND  
TL8 TARAWA ATOLL

**PALAU ISLAND AREA:**

TS1 YAP ISLAND  
TS2 MALEKEIOK ISLAND  
TS3 KOROR ISLAND  
TS4 PELELIU ISLAND

**W. Bonin and Ryukyu Islands, Korea, and Japan ports**

**BONIN ISLANDS AREA:**

UA1 KITA, IWO JIMA ISLAND  
UA2 CHICHI, JIMA ISLANDS

**RYUKYU ISLANDS AREA:**

UB1 NAHA, OKINAWA ISLAND (MILITARY TER-  
MINAL)  
UB2 BUCKNER BAY, OKINAWA ISLAND  
UB3 CHIMU WAN, OKINAWA ISLAND  
UB4 ISHIGAKI ISLAND  
UB5 IE SHIMA  
UB6 KUME ISLAND  
UB7 MIYAKO ISLAND  
UB8 OKINO ISLAND  
UB9 YAEYAMA ISLAND  
UBA HEIANZA SHIMA  
UBB KIN, OKINAWA ISLAND  
UBC TENGAN, OKINAWA  
UBD NAHA, OKINAWA ISLAND (COMMERCIAL  
TERMINAL)  
UBE IRISUNA, JIMA ISLAND  
UBF AJA PORT, OKINAWA ISLAND

**KOREA, WEST AREA:**

UC1 CHINNAMPO  
UC2 INCHON  
UC3 PAENGNYONG DO  
UC4 GAZAN  
UC5 CHANGHANG

**KOREA, SOUTH AREA:**

UD1 KUNSAN  
UD2 MOKPO  
UD3 CHINDO  
UD4 YOSU  
UD5 MASAN  
UD6 PUSAN (MILITARY TERMINAL)  
UD7 ULSAN  
UD8 CHEJU DO  
UD9 SUYONG  
UDA CHINHAE  
UDB HAEUNDAE  
UDC PUSAN (COMMERCIAL TERMINAL)  
UDD SAMIL  
UDE ONSAN  
UDF TOKSOK RI  
UDG MIPO  
UDH YOMPO  
UDI YOCHEON  
UDJ OKPO  
UDK CHUNG MU

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**KOREA, NORTHEAST AREA:**

UE1 POHANG  
UE2 KOSONG  
UE3 WONSAN  
UE4 IWON  
UE5 TAECHON  
UE6 CHONGJIN  
UE7 HUNGHAM  
UE8 SAMCHOK  
UE9 YANG DO  
UEA MUKHOJIN-NI  
UEB SOKCHO  
UEC PUKPYONG-NI  
UED GANG NEUNG  
UEE DAESAN

**JAPAN, HOKKAIDO, WEST AREA:**

UF1 WAKKANI  
UF2 OTARU

**JAPAN, HOKKAIDO, EAST AREA:**

UG1 HAKODATE  
UG2 MURORAN  
UG3 KUSHIRO  
UG4 TOMAKOMAI

**JAPAN, HONSHU, NORTH AREA:**

UH1 AOMORI  
UH2 HACHINOHE

**JAPAN, HONSHU, WEST-CENTRAL AREA:**

UJ1 NILIGATE  
UJ2 AIOI

**JAPAN, HONSHU, SOUTHWEST AREA:**

UK1 TSUSHIM  
UK2 UBE  
UK3 MIZUSHIMA

**JAPAN, HONSHU, SOUTHEAST AREA:**

UL1 KURE  
UL2 OSAKA  
UL3 KOBE  
UL4 TOKUYAMA  
UL5 HIROSHIMA  
UL6 WAKAYAMA  
UL7 IWAKUNI  
UL8 SHIMOTSU

UL9 HIRO

**JAPAN, HONSHU, EAST-CENTRAL AREA:**

UM1 YOKOHAMA ARMY TERMINAL, NORTH PIER  
UM2 SHIMIZU  
UM3 TOKYO  
UM4 YOKOSUKA  
UM5 KOSHIBA  
UM6 NAGOYA  
UM7 SENDAI  
UM8 TSURUMI  
UM9 CHIBA  
UMC YOKOSUKA (SHIP REPAIR FACILITY)  
UMD TAURA  
UME YOKOHAMA (COMMERCIAL TERMINAL)  
UMF KAWASAKI

**JAPAN, SHIKOKU, SOUTHEAST AREA:**

UN1 KOCHI  
UN2 PORT OF UNO  
UN3 MATSUYAMA  
UN4 NANSEI

**JAPAN, KYUSHU, EAST AREA:**

UP1 MOJI  
UP2 SHIMONOSEKI  
UP4 OMURA  
UP5 KUDAMATSU  
UP6 TSUKUMI  
UP7 TOBATA  
UP8 YOWATA  
UP9 OITA

**JAPAN, KYUSHU, WEST AREA:**

UQ1 KARATSU  
UQ2 SASEBO  
UQ3 OMTA  
UQ4 NAGASAKI  
UQ5 HAKATA  
UQ6 SAITOUZAKI  
UQ7 YAMAKAWA  
UQ9 KAGOSHIMA  
UQA WAKAMATSU  
UQL MISUMI

**DAITO ISLAND AREA:**

UR1 MINAMI  
UR2 KITA

x. Australia, New Zealand, and Coral Sea ports

**AUSTRALIA, WEST AREA:**

VA1 PERTH  
VA2 FREEMANTLE  
VA3 NORTHWEST CAPE  
VA4 GARALDTON  
VA5 KWINANA

**AUSTRALIA, SOUTH AREA:**

VB1 ADELAIDE  
VB2 MELBOURNE  
VB3 GEELONG VICTORIA, AUSTRALIA  
VB4 DEVONPORT, TASMANIA  
VB5 POINT WILSON

**AUSTRALIA, EAST AREA:**

VC1 SYDNEY  
VC2 NEW CASTLE  
VC3 BRISBANE  
VC4 TOWNSVILLE  
VC5 PORT KEMBLA  
VC6 CAIRNS

**AUSTRALIA, NORTH AREA:**

VD1 DARWIN

**NEW ZEALAND AREA:**

VE1 AUCKLAND  
VE2 WELLINGTON  
VE3 CHRISTCHURCH  
VE4 DUNEDIN  
VE5 PORT LYTTTELTON  
VE6 TIMARU  
VE7 PORT CHALMERS

**NEW GUINEA AREA:**

VF1 WEWAK  
VF2 NUMBOLT BAY  
VF3 LAE  
VF4 PORT MORESBY

**SOLOMON ISLANDS AREA:**

VG1 SELWYN  
VG2 UGI  
VG3 NUSSI, BOUGAINVILLE  
VG4 HONAIRA, GUADALCANAL  
VG5 RENDOVA, SOLOMAN ISLAND

**BISMARCK ARCHIPELAGO AREA:**

VH1 LALA, ADMIRALTY ISLANDS  
VH2 SANTA CRUZ ISLANDS

**FIJI ISLANDS AREA:**

VJ1 SUVA, FIJI ISLANDS

**LOYALTY ISLANDS AREA:**

VK1 LIFOU ISLANDS  
VK2 NOUMEA, NEW CALEDONIA

**NEW HEBRIDES AREA:**

VLI PORT-VILA, VANUATA

**GILBERT ISLANDS AREA:**

VM1 NONUTI  
VM2 NAURU  
VM3 BITAKI  
VM4 FUNAFUTI, ELLICE ISLAND

**y. South Pacific Islands ports**

**LINE ISLANDS AREA:**

WAI PALMYRA ISLAND  
WA2 FANNING ISLAND  
WA3 WASHINGTON ISLAND  
WA4 CHRISTMAS ISLAND

**SAMOAN ISLANDS AREA:**

WB1 PAGO PAGO, TUTILA ISLAND  
WB2 APIA, UPOLU ISLAND  
WB3 OFU, MANUA ISLAND  
WB4 AUNUU, AUNUU ISLAND

**PHOENIX ISLAND AREA:**

WC1 CANTON ISLAND

WC2 PHONIX IS, PHONIX ISLAND  
WC3 BAKER ISLAND

**SOCIETY ISLANDS AREA:**

WD1 PAPEETE, TAHITI  
WD2 COOK ISLAND  
WD3 TONGA ISLAND

**JOHNSTON ISLAND AREA:**

WE1 JOHNSTON ISLAND

**EASTER ISLAND AREA:**

WF1 EASTER ISLAND

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**PITCAIRN ISLAND AREA:**  
WG1 PITCAIRN ISLAND

**WH1 NIUE ISLAND**

**NIUE ISLAND AREA:**

**z. Hawaii and North Central Pacific ports**

**HAWAII AREA:**

XA1 HILO  
XA2 KAWAIHAE

**MAUI AREA:**

XB1 KAHULUI  
XB2 KAHOO LAWE

**LANAI AREA:**

XC1 LANAI CITY

**MOLOKAI AREA:**

XD1 KAUNAKAKAI

**OAHU AREA:**

XE1 HONOLULU  
XE2 PEARL HARBOR, NSC  
XE3 PEARL HARBOR, NAD  
XE4 KANEOHE  
XE5 WAIPIO POINT  
XE6 HONOLULU, ARMY PIERS

XE7 PEARL HARBOR, NAVY SHIPYARD

**KUAI AREA:**

XF1 LIHUE  
XF2 NAWILIWILI  
XF3 PORT ALLEN

**FRENCH FRIGATE SHOALS AREA:**

XG1 TERN ISLAND

**OUTER HAWAIIAN ISLANDS AREA:**

XJ1 MIDWAY ISLAND  
XJ2 KURE ISLAND

**WAKE ISLAND AREA:**

XK1 WAKE ISLAND

**MARCUS ISLAND AREA:**

XL1 MARCUS ISLAND

**aa. North Pacific and Northwest Arctic ports**

**CANADA, BRITISH COLUMBIA AREA:**

YA1 PORT ALICE, VANCOUVER ISLAND  
YA2 QUEEN CHARLOTTE ISLAND  
YA3 PRINCE RUPERT  
YA4 ESQUIMALT VICTORIA, VANCOUVER  
ISLAND

YBC LEVEL ISLAND  
YBF HOONAH  
YBG SMUGGLER COVE  
YBH ANNETTE  
YBK SUMNER STRAIT AND CAPE DECISION  
YBL CAPE SPENCER AND CROSS SOUND AREA  
YBM SISTERS ISLAND  
YBN COGHLAN ISLAND  
YBP ANNETTE ISLAND, ALASKA

**ALASKA, SOUTHEAST AREA:**

YB1 KETCHIKAN  
YB2 CRAIG  
YB3 WRANGEL  
YB4 PETERSBURG  
YB5 SITKA  
YB6 JUNEAU  
YB7 HAINES  
YB8 SKAGWAY  
YB9 DUNCAN CANAL  
YBA METLAKATLA  
YBB BIORKA ISLAND

**ALASKA, CENTRAL AREA:**

YC1 CORDOVA  
YC2 VALDEZ  
YC3 WHITTIER  
YC4 SEWARD  
YC6 ANCHORAGE  
YC7 HOMER  
YC8 YAKUTAT  
YC9 CHENEGA  
YCA YAKATAGZ

YCB BOSWELL BAY  
YCC POINT MCKENZIE  
YCD FIRE ISLAND  
YCE TATALINA  
YCF CAPE HINCHINBROOKE  
YCH OCEAN CAPE  
YCK NIKISHKA, KENAI PENINSULA  
YCL NIKISKI, KENAI PENINSULA  
YCM CAPE ST ELIAS  
YCN KENAI  
YCP MIDDLETON ISLAND  
YCQ JOHNSTONE POINT  
YCR ENGLISH BAY  
YCS PORT ETCHES  
YCT KACHMAK  
YCU TYONEK  
YCV TATITLER  
YCW PORT GRAHAM  
YCX PORT GRAVINA

**ALASKA, KODIAK AREA:**

YD1 KODIAK ISLAND  
YD3 SITKINAK  
YD4 WOMENS BAY, KODIAK ISLAND  
YD5 LARSEN BAY, **KODIAK**  
YD6 OLD HARBOR  
YD7 OUZINKIE, SPRUCE ISLAND  
YD8 AKHIOK  
YD9 KARLUK  
YDA PORT LIONS  
YDB UGASHIK

**ALASKA, DUTCH HARBOR AREA:**

YE1 DUTCH HARBOR  
YE2 COLD BAY  
YE3 CAPTAINS BAY, UNALASKA ISLAND  
YE4 KING COVE  
YE5 FALSE PASS

**ALASKA, SOUTHWEST AREA:**

YF1 NEWENHAM  
YF2 BETHEL  
YF3 PORT MOLLER  
YF4 PORT HEIDEN  
YF5 MIDDLE KUSKOKWIM, KALSKAG, AND  
ANIAC  
YF6 MCGRATH  
YF7 CLARKS POINT  
YF8 GOODNEWS BAY  
YF9 DILLINGHAM  
YFA KUSKOKWIM  
YFB NAKNEK

YFC SCAMMON POINT  
YFD TOGIAK  
YFE SAND POINT  
YFF TANUNAK  
YFG PERRYVILLE  
YFH CHIGNIK LAKE  
YFJ HOOPER BAY  
YFK KINPNUK  
YFL MEKORYUX  
YFM NICHTMUTE  
YFN TAKOTNA  
YFP SLEETMUTE  
YFQ MANOKOTAK  
YFR LEVELOCK  
YFS KVALINA  
YFT CHIGNIK LAGOON  
YFU IVANOF BAY  
YFV NELSON LAGOON  
YFW CHEVAK  
YFX HOLLY CROSS  
YFY NEWTOK  
YFZ PLATINUM

**ALASKA, WEST CENTRAL AREA:**

YG1 CAPE ROMANZOF  
YG2 ST MICHAEL  
YG3 NOME  
YG4 SAVOONGA, ST LAWRENCE ISLAND  
YG5 GAMBELL, ST LAWRENCE ISLAND  
YG6 CAPE PRINCE OF WALES  
YG7 MOSES POINT  
YG8 DIME LANDING  
YG9 UNALAKLEET  
YGA EGEKIK BAY AND KING SALMON RIVER  
YGB NORTH RIVER  
YGC NORTHEAST CAPE  
YGD TIN CITY  
YGE PORT CLARENCE  
YGF ANVIL MOUNTAIN  
YGG ELIM  
YGH WHITE MOUNTAIN  
YGJ BIG MOUNTAIN  
YGK GOLOVIN  
YGL TELLER  
YGM SHELDON POINT  
YGN ALAKANUK  
YGP EMMONAK  
YGQ SHISHMAREF  
YGR PILOT STATION  
YGS MOUNTAIN VILLAGE  
YGT TULUKSAK  
YGU SHAKTOOLIK

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YGV BREVIG MISSION  
YGW KOYUK  
YGX STEBBINS  
YGY LITTLE DIOMEDE ISLAND  
Ygz PITKAS POINT

**ALASKA, SOUTHWEST AREA:**

YHA ST MARY'S  
YHB TWIN HILLS  
YHC NEW STUYABOK  
YHD QUINHAGAK  
YHE EEK  
YHF MARSHALL  
YHG KOLIGANEK  
YHH TOKSOOK BAY, ALASKA  
YHJ ALEKNAGIK  
YHK KWETHLUK  
YHL AKIACHAK  
YHM AKIAK  
YHN KASIGLUK  
YHQ KONGIGANEK  
YHR KWIGILLINGOK  
YHS NAPAKIAK  
YHT TUNTUTULIAK  
YHU NUNAPITCHUK  
YHV CHEFORNAK  
YHW EKWOK  
YHX NAPASKIAK  
YHY OSCARVILLE  
YHZ STONY RIVER

**ALASKA, NORTHWEST AREA:**

YJ1 CAPE LISBURNE  
YJ2 CAPE BEAUFORT (LIZ A)  
YJ3 POINT LAY (LIZ 2)  
YJ4 ICY CAPE (LIZ B)  
YJ5 WAINWRIGHT (LIZ 3)  
YJ6 PEARD BAY (LIZ C)  
YJ7 POINT BARROW (POW)  
YJ8 KOTZEBUE  
YJ9 WALES (ARCTIC SECTOR)  
YJA POINT HOPE  
YJB KIANA  
YJC AMBLER  
YJD SHUNGNAK  
YJE NOORVIK  
YJF BUCKLAND  
YJG POINT BARROW (AAC CAMP)  
YJH DEERING  
YJJ NOATAK  
YJK SELAWIK  
YJL ANVIK

**ALASKA, NORTH AREA:**

YK1 CAPE SIMPSON (POW A)  
YK2 PITT POINT (POW 1)  
YK3 KOGRU RIVER (POW B)  
YK4 OKIKTOK POINT (POW 2)  
YK5 POINT MCINTYRE (POW C)  
YK6 SAVAKAVIK POINT (POW 3)  
YK7 CAMDEN BAY (POW D)  
YK8 BARTER ISLAND (BAR)  
YK9 ASCHOFF CAPE (BAR A)  
YKA PRUDHOE BAY  
YKB KAKTOVIK

**ALEUTIAN ISLANDS AREA:**

YL1 ADDAK ISLAND  
YL2 ATTU ISLAND  
YL3 SHEMYA ISLAND  
YL4 AMCHITAK ISLAND  
YL5 KISKA ISLAND  
YL6 NIKOLSKI  
YL7 DRIFTWOOD BAY  
YL8 CAPE SARICHEF  
YL9 SCOTCH CAP  
YLA ATKA ISLAND  
YLB CHERNOFSKI  
YLC AKUTAN  
YLD UMNAK ISLAND (FORT GLEN)

**ARCTIC, NORTHWEST AREA:**

YM1 BAGNALL BEACH (BAR 1)  
YM2 STOKES POINT (BAR B)  
YM3 BLOW RIVER (BAR 2)  
YM4 TUNUNUK CAMP (BAR C)  
YM5 TUKTUK (BAR 3)  
YM6 ATKINSON POINT (BAR D)  
YM7 TUKTOYAKTUK

**ARCTIC, NORTHWEST AREA:**

YN1 NICHOLSON PENINSULA (BAR 4)  
YN2 HORTON RIVER (BAR E)  
YN3 CAPE PARRY (PIN)  
YN4 PAERCE POINT HARBOR (PIN A)  
YN5 CLINTON POINT (PIN 1)

**ARCTIC, NORTHWEST AREA:**

YP1 CLIFTON POINT (PIN B)  
YP2 YOUNG POINT (PIN 2)  
YP3 BERNARD HARBOR (PIN C)  
YP4 LADY FRANKLIN POINT (PIN 3)  
YP4 ROSS POINT (PIN D)

**ARCTIC, NORTHWEST AREA:**

YQ1 NO NAME POINT (PIN 4)  
YQ2 CAPE PEEL (PIN E)  
YQ3 CAMBRIDGE BAY (CAM)  
YQ4 STURT POINT (CAM A)  
YQ5 JENNY LIND ISLAND (CAM 1)  
YQ6 HAT ISLAND (CAM B)

**PRIBOLF ISLANDS AREA:**

YR1 ST PAUL ISLAND  
YR2 ST GEORGE ISLAND  
YR3 NEWHALEN, ILIAMNA LAKE

YR4 IGUIGIG, ILIAMNA LAKE  
YR5 ILIAMNA LAKE  
YR6 KALTAG, YUKON RIVER  
YR7 GALENA, YUKON RIVER  
YR8 KOTLIK, YUKON RIVER  
YR9 KOYUKUK, YUKON RIVER  
YRA NULATO, YUKON RIVER  
YRB RUSSIAN MISSION, YUKON RIVER  
YRC CHUATHBALUK  
YRD CHIGNIK  
YRE PILOT POINT

ab. Antarctica ports

ZA1 MCMURDO SOUND  
ZA2 WINTER QUARTERS BAY

## Appendix G

### Unit Moves

1. **General.** Various Service regulations, directives, and field manuals prescribe the actions required to prepare deploying units for movements. This appendix outlines the provisions of MILSTAMP which apply when the cargo belonging to these deploying units is moved by MSC arranged ships, through common user ocean terminals, or via AMC airlift, or QUICKTRANS.

a. Transportation data for unit cargo movement during contingencies and classified mobilization exercises is afforded the maximum protection possible within the limitations and constraints of existing systems (Defense Transportation Program Policy Memorandum-DTPPM 84-1, 7 June 1984). Since data processing in the DTS is unclassified, classified data requires handling and processing separate from other movement data.

b. When available, clearance and advance movement data updates required by this appendix may be accomplished through the Transportation Coordinator's Automated Information for Movements System (TCAIMS) being developed by each Service.

c. Host Nation Agreements

(1) Unit movements in support of an overseas contingency/exercise must comply with standard host nation agreements in addition to MILSTAMP. These agreements provide the host nation, POD, and theater commander with information necessary for terminal operations and onward movement of equipment/cargo within the theater.

(2) In NATO these agreements are known as Standard NATO Agreements (STANAGs). Figure G-1 lists movement related STANAGs, highlights those which the deploying units must follow, and provides individual Service contact points for assistance concerning STANAG requirements.

2. **Procedures.** The procedures used for MILSTAMP documentation of unit moves are minor variations from normal MILSTAMP procedures. They are detailed in paragraphs 3. through 12., below.



3. Shipment Unit Configuration. To limit the quantity of advance data which must be passed when transporting unit move cargo, each shipment unit is documented individually with minimal detailing of the content of unitized cargo. A T<sub>6</sub> record covering the NSN must be provided in the format prescribed in appendix D, figure D-9, unless the multipak or other exception provision applies.

a. Each consolidated pallet load, vehicle (loaded or empty), multiple vehicles combined as an integral unit (e.g., nested trailers), CONEX, MILVAN, or SEAVAN, is controlled and accountability of equipment and supplies loaded in a shipment unit documented as a single shipment unit visibility and are the responsibility of the deploying units.

b. Sensitive, classified, and/or hazardous material will not be loaded in unit vehicles except when operationally required and authorized by the units' service headquarters and the appropriate Transportation Component Command (TCC), AMC or MTMC. See also paragraphs 7.c. and 7.d.

c. Vehicles are to be reduced in length, width, and height for shipping according to directives of each Service.

4. Marking of Shipment Units. Equipment/cargo is marked in accordance with Service directives and MIL-STD 129. As a minimum, the Transportation Control Number must be indicated on each shipment unit. A DD Form 1387-2, Special Handling Data/Certification (see chapter 2, paragraph B.4.c.), must be prepared for all hazardous material moving by air.

a. Labeling: DD Form 1387 labels with a bar coded TCN will be uniformly applied to all unit move equipment/cargo. These bar coded labels allow use of LOGMARS (Logistics Application of Automated Marking and Reading Symbols) technology to process unit move shipments through the terminals expeditiously.

(1) One label is required on each shipment unit except for vehicles and consolidated shipment units (MILVANS, SEAVANS, CONEXs, and 463L pallets) where labels will be applied on two adjacent sides.

(a) For vehicles, one label is placed on the front of the vehicle, either on the left side of the bumper or corresponding location for vehicles without bumpers. The other label is placed on the left side door or comparable location.

(b) For MILVANS, SEAVANS, and CONEXs, one label will be placed on the left rear door and the other on the adjacent side.

(2) Upon arrival at the POE or other transshipment point, the bar coded labels on the equipment/cargo are scanned to automatically update the advance movement data file and establish cargo accountability. If bar coded labels are not available upon deployment, they are applied at the POE.

(3) When completing a DD Form 1387 for a classified movement, the POD, consignee and RDD fields will be left blank.

b. Stenciling. In addition to the labels applied to each shipment unit, stenciling of the TCN will be accomplished when required by applicable service directives.

5. Transportation Control Number. Each shipment unit (including SEAVAN shipments) is controlled by a unique TCN. The TCN for each shipment unit is constructed as outlined below:

<u>TCN Position</u>	<u>TCMD rp</u>	<u>Explanation</u>
1	30	Service code (A-Army, F-Air Force, M-Marine Corps, N-Navy).
2-8	31-37	Army activities will enter a Unit Identification Code (UIC) beginning with TCN position 2 and putting a \$ (dollar) special character in position 8. All other Services will enter the Unit Line Number (ULN) beginning in position 2 and filling any unused positions with a \$ (dollar) special character. <b>Army activities will generate a T<sub>9</sub> record containing ULN information (see Appendix D, Figure D-12, item j.).</b>
9-10	38-39	Service use, except for code "CH" which is reserved to identify small units (10 tons of equipment or less) moving by air. Requires data

entry, do not leave blank. Use zeros if no data available.

11-14	40-43	Shipment no.: increment no., or serial no.
15	44	Unit cargo TCN indicator. (A zero must always be entered.)
16-17	45-46	Split/partial shipment or complete shipment unit indicator.

## 6. Transportation Documentation Codes

a. Most of the various codes required for completion of transportation documentation are detailed in appendix F.

b. Transportation Account Codes (TACs). The following service TACs are used for unit movements during actual emergency deployments:

<u>Service</u>	<u>Code</u> <sup>1</sup>
U.S. Army	A229
U.S. Air Force	F8A0
U.S. Navy	(To be obtained from Fleet Commander in Chief or other authority directing the deployment prior to movement)
U.S. Marine Corps	(To be assigned at time of deployment)

7. Advance Movement Data Formats. Transportation data for unit moves is compiled and submitted using the formats and codes prescribed for all shipments in appendices D and F except as follows:

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<sup>1</sup> Problems and questions about TAC codes for contingency/deployment operations should be directed to the applicable Service focal point specified in Volume II of MILSTAMP.

a. CONEX, MILVAN, and SEAVAN. Each of these containers, loaded or empty, is a single shipment unit and is not documented as a consolidated shipment. Document Identifier (DI) T\_0/1 data formats and applicable trailer data as prescribed in appendix D are used unless otherwise directed by the responsible Ocean Cargo Clearance Authority (OCCA).

b. Vehicles. Each vehicle (empty or loaded) is single shipment unit and is documented using data formats with DI TV as detailed in appendix D. The piece count will always be 0001. For empty vehicles, the actual weight and cube of the vehicles, as shipped, will be given. For loaded vehicles, the weight and cube will reflect the actual loaded vehicle weight and cube as shipped.

c. Hazardous Material. Shipments units of hazardous material are detailed in DI TE/TJ\_ data formats prescribed in appendix D. When authorized by the appropriate TCC, hazardous material loaded in unit vehicles or containers is identified by the appropriate commodity/special handling codes and detailed in DI TV9 trailer formats reflecting the proper shipping name, UN number, weight, and cube for each category of hazardous material. For ammunition and explosive material, also specify DOT Hazard Class, IMDGC Class/Division, Storage Compatibility Group, Lot number, round count (if applicable) and Total Net Explosive Weight.

d. Protected Shipments. Classified and sensitive shipment units will be identified using the appropriate commodity/special handling codes and detail T\_9 trailers prescribed in appendices D and F. These codes and formats will also be used to identify transportation level of protection required for security shipments loaded in unit vehicles or containers.

8. Clearance, Routing and Advance Data Submission. Cargo and equipment must be cleared by providing advance data before actual movement to the POE can begin. This procedure allows proper routing of the cargo to be determined and provides for coordinated movement of material into the transshipment facilities. Units should be familiar with the movement information necessary to support these routing and clearance procedures.

a. Movement data, including requests for routing, are normally prepared as far in advance as possible, maintained by the cognizant

transportation element,<sup>2</sup> and updated in coordination with the supported unit. This advance preparation allows immediate submission to the appropriate clearance authority identified in appendix J when a unit move is required.

b. The cognizant transportation element<sup>3</sup> submits the advance movement data to the clearance authority unless prior arrangements have been made to provide automated movement requirements through a service system.<sup>4</sup> Automated systems may be established for CONUS units in coordination with HQMTMC (ATTN: MTIT) or, for overseas units, with the theater commander and supporting surface and air clearance authorities. Such action is routed through the supported unit's chain of command.

(1) Commercial Transportation. When movement to the POE is to be made by commercial transportation, the cognizant transportation element<sup>3</sup> obtains a routing by submitting the movement requirements as detailed in the Defense Traffic Management Regulation (DTMR), reference (j), for CONUS or applicable theater directives overseas.

(2) Road March. When movement to the POE is to be made by road march (in organic vehicles), the cognizant transportation element<sup>3</sup> submits advance data/Export Traffic Release Requests (ETRR) and is notified by MTMC or AMC of the appropriate POE and required arrival date.<sup>4</sup>

(3) All Methods. After receiving routing information for movement of the equipment/cargo to the POE, the cognizant transportation element<sup>3</sup> submits advance data in TCMD format, as outlined in chapter 2, to

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<sup>2</sup> For Army and Air Force this is generally the Transportation Officer. For Navy, in the absence of the Transportation Officer, it is the Senior Supply Officer or designee of the Commanding Officer. For Marine Corps, it is the Traffic Management Officer (TMO) or the unit logistics planner in conjunction with the TMO.

<sup>3</sup> See note 2, page G-5.

<sup>4</sup> U.S. Army FORSCOM active and reserve units use the Automated Unit Equipment List (AUEL), detailed in FORSCOM Regulation 55-1/55-2, for submission of all surface movement requirements.

the appropriate surface or airlift clearance authority listed in appendix J.<sup>5</sup>

c. Preparation and use of a Transportation Control and Movement Document (DD Form 1384) is not required for clearance, movement by commercial transportation, or terminal processing. The data outlined by this appendix is required and must be submitted in machine readable form, but the DD Form 1384 may be used to compile it.

d. CALM/AALPS. See appendix D, figures D-17 through D-22 for record formats.

9. **Surface Booking and Terminal Processing.** Advance data provides the basis for arranging ocean movement and processing unit equipment/cargo through the POE.

a. Export Traffic Releases (DTMR), AUEL and movement orders/directives are used by MTMC Ocean Cargo Clearance Authority (OCCA) and Ocean Cargo Booking Offices (OCBO) to book ocean vessels and ensure adequate sealift is available at designated POEs.

b. The advance movement data (TCMD, Export Traffic Release, AUEL) provided to the clearance authority and movement orders/directives are used by the water terminals to plan vessel prestow and terminal operations (marshalling and staging areas, receipt of cargo, vessel loading). Cargo receipt data are used to update the advance movement data and enable terminals to prepare final vessel stow plans, ocean cargo manifests and cargo traffic messages/STANAGs.

10. **Air Terminal Processing.** Advance movement data provided to air clearance authorities and movement orders/directives are used by AMC for planning and the receipt/processing of cargo at the terminals. Cargo receipt data are used to update the advance movement data and enable terminals to generate air cargo manifests.

11. **Hazardous Material Exemptions.** Transportation of hazardous materials during unit moves must be in compliance with Service regulations and the regulations discussed in chapter 2. The Department of Transportation (DOT) does, however, issue certain exemptions related to unit moves.

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<sup>5</sup> For FORSCOM units moving through MTMC controlled common user water ports, advance data/ETRR is not required if AUEL data are available.

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a. The Commander, MTMC is the authorized representative of the sponsoring services in obtaining new or modified exemptions. In emergencies, the sponsoring Services are authorized to make direct contact with DOT to obtain exemptions. The Commander, MTMC, ATTN: MTSS, 5611 Columbia Pike, Falls Church, VA 22041-5050, is to be promptly notified of each emergency action.

b. Units may obtain specific information on exemptions from the following:

- (1) U.S. Army - HQ MTMC (see paragraph 11.a.)
- (2) U.S. Air Force - MAJCOM Transportation Office  
(LGT-TR or DST)
- (3) U.S. Navy - Refer to NAVSEA OP 2165, volume I,  
appendix E
- (4) U.S. Marine Corps - Refer to NAVSEA OP 2165, volume I,  
appendix E

12. Transportation Discrepancies. Discrepancies (loss, damage, etc.) are reported in accordance with the Joint Regulation Reporting of Transportation Discrepancies in Shipments, reference (q).

### List of STANAGs

1. This figure highlights STANAGs which deploying units must follow, lists other movement related STANAGs, and provides STANAG information contact points for each Service.

2. The following STANAGs are of particular interest to individual units during movements in support of a NATO contingency/exercise.

a. STANAG 2023, Marking of Military Cargo for International Movement by all International Means of Transport. The U.S. implementing document is MIL-STD 129. Deploying units are responsible for compliance with this document which pertains to cargo only. Vehicle identification markings are in accordance with Service regulations.

b. STANAG 2156, Surface Transport Request and Reply to Surface Transport Request. The U.S. implementing documents are: U.S. Army - FM 55-10, U.S. Air Force - TBD, U.S. Navy - TBD, U.S. Marine Corps - TBD. Units, in conjunction with theater Commanders, are responsible for compliance with this document.

3. The following is a list of movement related STANAGs which may have application for individual units.

#### General Movements and Transport

2024	Military Vehicle Lighting
2025	Basic Military Road Traffic Operations
2026	NATO Travel Order
2041	Operation Orders, Tables and Graphs for Road Movements
2154	Regulations for Military Motor Vehicle Movement by Road
2155	Road Movement Documents
2159	Identification of Movement Control and Traffic Control Personnel and Agencies
2174	Military Routes and Route/Road Networks
2176	Procedures for Military Road Movements Across National Frontiers
2152	Loading Ramps Made from Railway Sleepers

Figure G-1



**List of STANAGs**

2158	Identification of Military Trains
2173	Regulations for Securing of Military Tracked and Wheeled Vehicles on Railway Wagons
2175	Classification and Designation of Flat Wagons Suitable for Transporting Military Equipment
2832	Restrictions for the Transport of Military Equipment by Rail on European Railways

4. Implementing document information and other pertinent details concerning STANAG requirements may be obtained by contacting the appropriate Service headquarters as follows:

- a. U.S. Army                      Headquarters, Army Materiel Command  
                                    ATTN: AMCIP-P  
                                    5001 Eisenhower Avenue  
                                    Alexandria, VA 22333-0001  
                                    DSN 284-8554  
                                    Commercial (202) 274-8554
  
- b. U.S. Air Force                Headquarters, U.S. Air Force/X0XX  
                                    (ILSO), Washington, DC 20330-5058  
                                    DSN 227-2139  
                                    Commercial (703) 695-2139
  
- c. U.S. Navy                     Chief of Naval Operations  
                                    ATTN: OP953C1  
                                    Washington, DC 20350  
                                    DSN 226-5080  
                                    Commercial (703) 696-5080
  
- d. U.S. Marine Corps            Doctrine Department (C 094)  
                                    Marine Corps Combat Development Command  
                                    Code WF12E  
                                    Quantico, VA 22134-5001  
                                    DSN 278-3616  
                                    Commercial (703) 640-3616

**Figure G-1 (cont.)**

## Appendix H

### CONUS WATER PORT OF EMBARKATION SELECTION GUIDE

1. This appendix provides CONUS shippers with a means to select the optimum water port of embarkation (WPOE) for overseas destined LRU shipments as explained in chapter 2, paragraph B.1.b.(11)(c)2. The guide is used to the extent permitted by operational considerations. It is based primarily on the availability of service and the overall cost associated with movement from CONUS origin to the overseas destination. Deviations from the ports outlined are made only as authorized in this appendix. Recommended changes or additions to this appendix are directed to the Commander, Military Traffic Management Command, ATTN: MTIT, through the appropriate focal point listed in chapter 1, paragraph B.1.c.(1).
2. Certain general rules or concepts apply to use of port selections listed in this appendix.
  - a. Surface LRU shipments are usually routed to overseas destinations through the water ports of embarkation listed in figure H-1. This figure lists ports which are generally cost favorable for LRU shipments from CONUS to specified overseas destinations. Shipments through ports other than those listed in figure H-1 are authorized when cost or service favorable.
  - b. Cost favorability for a particular shipment is determined by comparing the cost to the overseas destination port via the various CONUS ports which are capable of handling shipments to that destination. The costs are determined by using the freight rates for movement to the CONUS port added to the ocean transportation costs for movement to the destination port. When cost and service are equal among two or more ports, shipments may be directed at the discretion of the shipping activity.
  - c. Time constraints on some shipments (e.g., TP-1, TP-2, or TP-3 and a near RDD) may override routing based solely on transportation cost considerations. To assist the shipper in evaluating transit time, the CONUS OCCA can provide approximate transit times to overseas destinations. These transit times are added to estimated CONUS inland transit times to determine the port providing service which meets the time requirements of the shipment.

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d. Many of the port listings in figure H-1 have accompanying notes indicated by numbers in parentheses. A complete explanation of these notes is contained in figure H-2. For convenience, applicable notes are also condensed and listed on each page of figure H-1.

e. The full names of the CONUS port terminals cited in figure H-1 are listed in figure H-3. Consignment instructions for shipments through these ports are detailed in the appropriate terminal facilities guides listed in figure H-3.

f. WPOEs for personal property POVs, DPM, and Code 5 shipments are selected as follows:

(1) POVs are routed as prescribed in appendix N of DoD 4500.34-R, Personal Property Traffic Management Regulation.

(2) DPM and Code 5 shipments are routed as indicated in figure H-4. ITGBL Military Rate Tenders (MRTs) are not used by the shipper to select WPOEs for these shipments.

g. U.S. Postal Service packages are not sent to CONUS water terminals for reshipment overseas unless postal regulations prohibit direct mailing. Instructions for parcel post shipment are contained in sponsoring Service regulations.

3. Several exceptions to use of the ports listed in figure H-1 must be considered when routing export shipments.

a. Because of limited terminal cold storage space and refrigerated space on ships, shippers obtain an ETR before sending LRU shipments of temperature controlled cargo to any water port.

b. Shipments of small arms, small arms ammunition, narcotics, and classified items require an ETR. LRU shipments of other protected (sensitive) and protected (controlled) items are routed through a military controlled terminal authorized for use to that overseas destination. Protected (sensitive/controlled) shipments for Alaska are offered for airlift regardless of priority. The CONUS military controlled terminals are:

1GC MOT Bayonne, NJ  
1MJ NSC Norfolk, VA  
2DC Gulf Outport, New Orleans, LA

3DK MOT Bay Area Oakland, CA  
3GA NCBC Port Hueneme, CA

c. Routing instructions for shipments destined to Navy fleet or mobile units are obtained from:

Navy Material Transportation Office (NAVMTO)  
Building Z-133, Code 0311, Naval Station  
Norfolk, VA 23511-6691  
Commercial (804) 444-7831, DSN 564-7831, FTS 954-7831

d. Shipments through ports not listed in figure H-1 may be authorized by the clearance authority under unusual circumstances. Shippers furnish the clearance authority all available information in support of specific requests. This includes shipments originating in the local area of the port and cleared under local agreements.

e. Inquiries seeking routing instructions for shipments to destinations not listed in this appendix or requests for further information are directed to the applicable clearance authority.

Ports Generally Cost Favorable for LRU Shipments

From States of: To:		AL	AZ	AR	CA	CO	CT	DE
<u>Area/Country</u>	<u>Note</u>	<u>Water Ports of Embarkation</u>						
A N. Atlantic, except: Argentina Iceland	(2)	1MJ 1MJ	1MJ 1MJ	1MJ 1MJ	1MJ 1MJ	1MJ 1MJ	1MJ 1MJ	1MJ 1MJ
B Panama		2DC	2DC	2DC	2DC	2DC	1GC	1GC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		2DC	2DC	2DC	2DC	2DC	1GC	1GC
Puerto Rico		2DC	2DC	2DC	2DC	2DC	1GC	1GC
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		2DC	2DC	2DC	2DC	2DC	1GC	1GC
N. Colombia		2DC	2DC	2DC	2DC	2DC	1GC	1GC
D W. Coast Middle America		2DC	2DC	2DC	2DC	2DC	1GC	1GC
E W. Coast South America		1GC	2DC	2DC	2DC	1GC	1GC	2DC
F E. Coast South America								
Rio de Janeiro		2DC	1GC	1GC	1GC	1GC	1GC	1GC
Porto Alegre		2DC	2DC	2DC	2DC	2DC	1GC	1GC
Montevideo		2DC	2DC	2DC	2DC (1)	2DC	1GC	1GC
Asuncion		2DC	2DC	2DC	2DC	2DC	1GC	1GC
Buenos Aires		2DC	2DC	2DC	2DC	2DC (1)	1GC	1GC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles except:		2DC	3HL (10)	2DC	3DK (1)	3DK	1GC	1GC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Holy Loch		1PB	1PB	1PB	1PB	1PB	1PB	1PB

Notes: See figure H-2.

Figure H-1

Ports Generally Cost Favorable for LRU Shipments

From States of: To:		AL	AZ	AR	CA	CO	CT	DE
<u>Area/Country</u>	<u>Note</u>	<u>Water Ports of Embarkation</u>						
J Northern Europe, except:		2DC	3HL (10)	2DC	3DK (10)	3DK	1GC	1GC
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC
K W. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1GC	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	2DC	2DC	2DC	2DC	2DC	1GC	1GC
Italy	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1GC	1GC
Spain	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1GC	1GC
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1GC	1GC
M W. Africa		2DC	1GC	1GC	1GC	1GC	1GC	1GC
N S. and E. Africa								
South Africa	(5)							
East Africa		(5)	2DC	2DC	2DC	2DC	(5)	(5)
P Persian Gulf/Red Sea,		(8)	(8)	(8)	(8)	(8)	(8)	(8)
Q Burma/India								
Calcutta		2DC	2DC	2DC	3DK	2DC	1GC	1GC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		2DC	3DK	1MJ	3DK	3DK	1GC	1GC
Indonesia		2DC	2DC	2DC	3DK	2DC	1GC	1GC
Taiwan		1MJ	3HL (9)	2DC	3DK (1)	3DK	1CG	1CG
					3HL (9)			

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To:		AL	AZ	AR	CA	CO	CT	DE
<u>Area/Country</u>	<u>Note</u>	<u>Water Ports of Embarkation</u>						
S Philippines		2DC	3HL	2DC	3DK (1) 3HL	3DK	1GC	1CG
T Central Pacific Islands, except: Kwajalein Atoll		2DC	3HL (9)	2DC	3DK	3DK	1GC	1GC
		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		2DC	3HL (9)	2DC	3DK (1) 3HL (9)	3DK	1GC	1GC
V Australia/New Zealand		3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands								
Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific, except: Midway	(6)	2DC	3HL (9)	2DC	3DK (1) 3HL (9)	3DK	1GC	1GC
		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic, except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To:		DC	FL	GA	ID	IL	IN	IA
<u>Area/Country</u>	<u>Note</u>	<u>Water Ports of Embarkation</u>						
A N. Atlantic except: Argentina Iceland	(2)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		1MJ	2DC	2DC	2DC	1GC	1GC	2DC
C Caribbean Bermuda Bahamas Guantanamo Bay Dominican Republic Puerto Rico Down Range Islands Guatemala N. Colombia	(3)	1MJ 1E1 1LM 1GC 1GC 1R1 1GC 1GC	1MJ 1R1 1JM 2DC 2DC 1R1 2DC 2DC	1MJ 1R1 1JM 2DC 2DC 1R1 2DC 2DC	1MJ 1R1 1JM 2DC 2DC 1R1 2DC 2DC	1MJ 1R1 1JM 1GC 2DC 1R1 1GC 1GC	1MJ 1R1 1JM 1GC 2DC 1R1 1GC 1GC	1MJ 1R1 1JM 1GC 2DC 1R1 2DC 2DC
D W. Coast Middle America		1GC	2DC	2DC	2DC	1GC	1GC	2DC
E W. Coast South America		1GC	2DC	2DC	2DC	1GC	1GC	2DC
F E. Coast South America Rio de Janeiro Porto Alegre Montevideo Asuncion Buenos Aires		1GC 1GC 1GC 1GC 1GC	2DC 2DC 2DC 2DC 2DC	2DC 2DC 2DC 2DC 2DC	1GC 1GC 2DC 2DC 2DC	1GC 1GC 1GC 1GC 1GC	1GC 1GC 1GC 1GC 1GC	2DC 2DC 2DC 2DC 2DC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except: Scotland Holy Loch		1GC 1GC 1PB	2DC 1GC 1PB	2DC 1GC 1PB	3DK 1GC 1PB	1GC 1GC 1PB	1GC 1GC 1PB	1GC 1GC 1PB

Notes: See figure H-2.

Figure H-1 (Cont.)



Ports Generally Cost Favorable for LRU Shipments

From States of: To:			DC	FL	GA	ID	IL	IN	LA
<u>Area/Country</u>		<u>Note</u>	<u>Water Ports of Embarkation</u>						
J	Northern Europe, except: Norway Denmark		1GC 1GC 1GC	2DC 1GC 1GC	2DC 1GC 1GC	3DK 1GC 1GC	1GC 1GC 1GC	1GC 1GC 1GC	1GC 1GC 1GC
K	W. Mediterranean, except: Portugal Morocco Tunisia Italy Spain	(3)   (3) (3) (3)	1MJ 1GC 1GC 1GC 1GC 1GC	1MJ 1GC 1GC 2DC 1MJ 1MJ	1MJ 1GC 1GC 2DC 1MJ 1MJ	1MJ 1GC 1GC 2DC 1GC 1GC	1MJ 1GC 1GC 2DC 1GC 1GC	1MJ 1GC 1GC 2DC 1GC 1GC	1MJ 1GC 1GC 2DC 1GC 1GC
L	E. Mediterranean, except: Turkey Greece	(3) (3) (3)	1MJ 1GC 1GC	1MJ 1GC 1MJ	1MJ 1GC 1MJ	1MJ 1GC 1GC	1MJ 1GC 1GC	1MJ 1GC 1GC	1MJ 1GC 1GC
M	W. Africa		1GC	2DC	2DC	1GC	1GC	1GC	2DC
N	S. and E. Africa South Africa East Africa	(5)  (5)	  (5)	  (5)	  (5)	  2DC	  (5)	  (5)	  (5)
P	Persian Gulf/Red Sea,		(8)	(8)	(8)	(8)	(8)	(8)	(8)
Q	Burma/India Calcutta Diego Garcia		1GC 3DK	2DC 3DK	2DC 3DK	3DK 3DK	1GC 3DK	1GC 3DK	1GC 3DK
R	China Sea Thailand Indonesia Taiwan		1GC 1GC 1MJ	2DC 2DC 1MJ	2DC 2DC 1MJ	3DK 3DK 3DK	1GC 2DC 1MJ	1GC 2DC 1MJ	1GC 2DC 1MJ

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To:		DC	FL	GA	ID	IL	IN	IA
<u>Area/Country</u>	<u>Note</u>	<u>Water Ports of Embarkation</u>						
S Philippines		1GC	2DC	2DC	4DL	1GC	1GC	4DL
T Central Pacific Islands, except: Kwajalein Atoll		1GC	2DC	2DC	4DL	1GC	1GC	4DL
		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		1GC	2DC	2DC	4DL	1GC	1GC	4DL
V Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands								
Pago Pago, Samoa	(5)	3KD	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific, except: Midway	(6)	1GC	2DC	2DC	4DL	1GC	1GC	4DL
		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic, except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:	KS	KY	LA	ME	MD	MA	MI
To:							
<u>Area/Country</u>	<u>Note</u>	<u>Water Ports of Embarkation</u>					
A N. Atlantic, except: Argentina Iceland	(2)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		2DC	1MJ	2DC	1GC	1GC	1GC
C Caribbean							
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		2DC	1GC	2DC	1GC	1GC	1GC
Puerto Rico		2DC	1GC	2DC	1GC	1GC	1GC
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		2DC	2DC	2DC	1GC	1GC	1GC
N. Colombia		2DC	2DC	2DC	1GC	1GC	1GC
D W. Coast Middle America		2DC	2DC	2DC	1GC	1GC	1GC
E W. Coast South America		2DC	2DC	2DC	1GC	1GC	1GC
F E. Coast South America							
Rio de Janeiro		1GC	2DC	2DC	1GC	1GC	1GC
Porto Alegre		2DC	2DC	2DC	1GC	1GC	1GC
Montevideo		2DC	2DC	2DC	1GC	1GC	1GC
Asuncion		2DC	2DC	2DC	1GC	1GC	1GC
Buenos Aires		2DC	2DC	2DC	1GC	1GC	1GC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except:		2DC	1MJ	2DC	1GC	1GC	1GC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC
Holy Loch		1PB	1PB	1PB	1PB	1PB	1PB

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		KS	KY	LA	ME	MD	MA	MI
To:								
<u>Area/Country</u>	<u>Note</u>	<u>Water Ports of Embarkation</u>						
J Northern Europe, except: Norway Denmark		2DC 1GC 1GC	1MJ 1GC 1GC	2DC 1GC 1GC	1GC 1GC 1GC	1GC 1GC 1GC	1GC 1GC 1GC	1GC 1GC 1GC
K W. Mediterranean, except: Portugal Morocco Tunisia Italy Spain	(3)	1MJ 1GC 1GC (3) 2DC (3) 1MJ (3) 1MJ	1MJ 1GC 1GC 2DC 1MJ 1MJ	2DC 1GC 1GC 2DC 1MJ 1MJ	1GC 1GC 1GC 1GC 1GC 1GC	1MJ 1GC 1GC 1GC 1GC 1GC	1GC 1GC 1GC 1GC 1GC 1GC	1MJ 1GC 1GC 1GC 1GC 1GC
L E. Mediterranean, except: Turkey Greece	(3)	1MJ 1GC 1MJ	1MJ 1GC 1MJ	1MJ 1GC 1MJ	1MJ 1GC 1GC	1MJ 1GC 1GC	1MJ 1GC 1GC	1MJ 1GC 1GC
M W. Africa		1GC	2DC	1GC	1GC	1GC	1GC	1GC
N S. and E. Africa South Africa East Africa	(5)	2DC	(5)	2DC	(5)	(5)	(5)	(5)
P Persian Gulf/Red Sea,	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)
Q Burma/India Calcutta Diego Garcia		2DC 3DK	1GC 3DK	2DC 3DK	1GC 3DK	1GC 3DK	1GC 3DK	1GC 3DK
R China Sea Thailand Indonesia Taiwan		3DK 2DC 1MJ	1GC 2DC 1MJ	1MJ 2DC 2DC	1GC 1GC 1GC	1GC 1GC 1MJ	1GC 1GC 1GC	1GC 1GC 1MJ

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To:		KS	KY	LA	ME	MD	MA	MI
<u>Area/Country</u>	<u>Note</u>	<u>Water Ports of Embarkation</u>						
S Philippines		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
T Central Pacific Islands, except: Kwajalein Atoll		2DC 3DK	1MJ 3DK	2DC 3DK	1GC 3DK	1GC 3DK	1GC 3DK	1GC 3DK
U Japan/Korea/Ryukyu and Bonin Island		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
V Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific, except: Midway	(6)	2DC 3DK	1KJ 3DK	2DC 3DK	1GC 3DK	1GC 3DK	1GC 3DK	1GC 3DK
Y W. Pacific and NW Arctic, except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: <u>Area/Country</u>		MN	MS	MO	MT	NE	NV	NH
	<u>Note</u>	<u>Water Ports of Embarkation</u>						
A N. Atlantic, except: Argentina Iceland	(2)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		2DC	2DC	2DC	2DC	2DC	2DC	1GC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		1GC	2DC	2DC	2DC	2DC	2DC	1GC
Puerto Rico		2DC	2DC	2DC	2DC	2DC	2DC	1GD
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		1GC	2DC	2DC	2DC	2DC	2DC	1GC
N. Colombia		1GC	2DC	2DC	1GC	1GC	2DC	1GC
D W. Coast Middle America		1GC	2DC	2DC	2DC	2DC	2DC	1GC
E W. Coast South America		1GC	2DC	2DC	1GC	1GC	2DC	1GC
F E. Coast South America								
Rio de Janeiro		1GC	2DC	1GC	1GC	1GC	1GC	1GC
Porto Alegre		1GC	2DC	1GC	1GC	1GC	1GC	1GC
Montevideo		1GC	2DC	2DC	1GC	1GC	2DC	1GC
Asuncion		1GC	2DC	2DC	1GC	1GC	2DC	1GC
Buenos Aires		1GC	2DC	2DC	2DC	2DC	2DC	1GC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except: Scotland Holy Loch		1GC	2DC	2DC	3DK	2DC	3HL (10)	1GC
		1GC	1GC	1GC	1GC	1GC	1GC	1GC
		1PB	1PB	1PB	1PB	1PB	1PB	1PB

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To:			MN	MS	MO	MT	NE	NV	NH
<u>Area/Country</u>	<u>Note</u>	<u>Water Ports of Embarkation</u>							
J Northern Europe, except: Norway Denmark		1GC	2DC	2DC	3DK	2DC	3HL (10)	1GC	
		1GC	1GC	1GC	1GC	1GC	1GC	1GC	
		1GC	1GC	1GC	1GC	1GC	1GC	1GC	
K W. Mediterranean, except: Portugal Morocco Tunisia Italy Spain	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1GC
		1GC	1GC	1GC	1GC	1GC	1GC	1GC	1GC
		1GC	1GC	1GC	1GC	1GC	1GC	1GC	1GC
	(3)	2DC	2DC	2DC	1GC	1GC	2DC	1GC	
	(3)	1GC	1MJ	1MJ	1GC	1GC	1MJ	1GC	
	(3)	1GC	1MJ	1MJ	1GC	1GC	1MJ	1GC	
L E. Mediterranean, except: Turkey Greece	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	
	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC	1GC
	(3)	1GC	1MJ	1MJ	1GC	1GC	1MJ	1GC	
M W. Africa		1GC	2DC	1GC	1GC	1GC	1GC	1GC	
N S. and E. Africa South Africa East Africa	(5)	(5)	(5)	2DC	1GC	1GC	(5)	(5)	
P Persian Gulf/Red Sea,		(8)	(8)	(8)	(8)	(8)	(8)	(8)	
Q Burma/India Calcutta Diego Garcia		1GC	2DC	2DC	1GC	1GC	2DC	1GC	
		3DK	3DK	3DK	3DK	3DK	3DK	3DK	
R China Sea Thailand Indonesia Taiwan		1GC	2DC	1MJ	3DK	3DK	3DK	1GC	
		2DC	2DC	2DC	3DK	1GC	2DC	1GC	
		1MJ	2DC	1MJ	3DK	1MJ	3HL (9)	1GC	

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: <u>Area/Country</u>		MN	MS	MO	MT	NE	NV	NH
	<u>Note</u>	<u>Water Ports of Embarkation</u>						
S Philippines		4DL	2DC	2DC	4DL	4DL	3HL (9)	1GC
T Central Pacific Islands, except: Kwajalein Atoll		4DL	2DC	2DC	4DL	4DL	3HL (9)	1GC
		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		4DL	2DC	2DC	4DL	4DL	3HL (9)	1GC
V Australia/New Zealand	(5)	3DL	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific, except: Midway	(6)	4DL	2DC	2DC	4DL	4DL	3HL (9)	1GC
		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic, except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL

Notes: See figure H-2.

Figure H-1 (Cont.)



Ports Generally Cost Favorable for LRU Shipments

From States of: To: <u>Area/Country</u>		NJ	NM	NY	NC	ND	OH	OK
	<u>Note</u>	<u>Water Ports of Embarkation</u>						
A N. Atlantic, except: Argentina Iceland	(2)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		1GC	2DC	1GC	1MJ	2DC	1GC	2DC
C Caribbean Bermuda Bahamas Guantanamo Bay Dominican Republic Puerto Rico Down Range Islands Guatemala N. Colombia	(3)	1MJ 1R1 1MJ 1GC 1GC 1R1 1GC 1GC	1MJ 1R1 1MJ 2DC 2DC 1R1 2DC 2DC	1MJ 1R1 1MJ 1GC 1GC 1R1 1GC 1GC	1MJ 1R1 1MJ 1GC 2DC 1R1 1GC 1GC	1MJ 1R1 1MJ 2DC 2DC 1R1 2DC 1GC	1MJ 1R1 1MJ 1GC 1GC 1R1 1GC 1GC	1MJ 1R1 1MJ 2DC 2DC 1R1 2DC 2DC
D W. Coast Middle America	(7)	1GC	2DC	1GC	1GC	2DC	1GC	2DC
E W. Coast South America		1GC	2DC	1GC	1GC	1GC	1GC	2DC
F E. Coast South America Rio de Janeir Porto Alegre Montevideo Asuncion Buenos Aires		1GC 1GC 1GC 1GC 1GC	1GC 1GC 2DC 2DC 2DC	1GC 1GC 1GC 1GC 1GC	1GC 1GC 1GC 1GC 1GC	1GC 1GC 1GC 1GC 2DC	1GC 1GC 1GC 1GC 1GC	1GC 1GC 2DC 2DC 2DC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except: Scotland Holy Loch		1GC 1GC 1PB	3HL (10) 1GC 1PB	1GC 1GC 1PB	1MJ 1GC 1PB	1GC 1GC 1PB	1GC 1GC 1PB	2DC 1GC 1PB

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To:		NJ NM NY NC ND OH OK						
<u>Area/Country</u>	<u>Note</u>	<u>Water Ports of Embarkation</u>						
J Northern Europe, except:		1GC	3HL (10)	1GC	1MJ	1GC	1GC	2DC
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC
K W. Mediterranean, except:	(3)	1GC	1MJ	1GC	1MJ	1MJ	1MJ	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	1GC	2DC	1GC	1GC	1GC	1GC	2DC
Italy	(3)	1GC	1MJ	1GC	1MJ	1GC	1GC	1MJ
Spain	(3)	1GC	1MJ	1GC	1MJ	1GC	1GC	1MJ
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1GC	1MJ	1GC	1MJ	1GC	1GC	1MJ
M W. Africa		1GC	1GC	1GC	1GC	1GC	1GC	1GC
N S. and E. Africa								
South Africa	(5)							
East Africa		(5)	2DC	(5)	(5)	1GC	(5)	2DC
P Persian Gulf/Red Sea,		(8)	(8)	(8)	(8)	(8)	(8)	(8)
Q Burma/India								
Calcutta		1GC	2DC	1GC	1GC	1GC	1GC	2DC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		1GC	1MJ	1GC	1GC	3DK	1GC	3DK
Indonesia		1GC	2DC	1GC	1GC	1GC	1GC	2DC
Taiwan		1GC	1MJ	1GC	1MJ	1MJ	1MJ	3HL (9)

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To:			NJ	NM	NY	NC	ND	OH	OK
<u>Area/Country</u>		<u>Note</u>	<u>Water Ports of Embarkation</u>						
S	Philippines		1GC	3HL (9)	1GC	1MJ	4DL	1GC	2DC
T	Central Pacific Islands, except: Kwajelein Atoll		1GC	3DL	1GC	1MJ	4DL	1GC	2DC
			3DK	3DK	3DK	3DK	3DK	3DK	3DK
U	Japan/Korea/Ryukyu and Bonin Island		1GC	3HL (9)	1GC	1MJ	4DL	1GC	2DC
V	Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
W	South Pacific Islands								
	Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
	Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X	Hawaii/N. Central Pacific, except: Midway	(6)	1GC	3HL (9)	1GC	1MJ	4DL	1GC	2DC
			3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y	W. Pacific and NW Arctic, except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: <u>Area/Country</u>	Note	OR	PA	RI	SC	SD	TN	TX
<u>Water Ports of Embarkation</u>								
A N. Atlantic, except: Argentina Iceland	(2)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		2DC	1GC	1GC	1MJ	2DC	1MJ	2DC
C Caribbean		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bermuda		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Bahamas		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Guantanamo Bay	(3)	2DC	1GC	1GC	1GC	2DC	2DC	2DC
Dominican Republic		2DC	1GC	1GC	2DC	1GC	2DC	2DC
Puerto Rico		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Down Range Island	(7)	2DC	1GC	1GC	1GC	2DC	2DC	2DC
Guatemala		2DC	1GC	1GC	1GC	2DC	2DC	2DC
N. Colombia		2DC	1GC	1GC	1GC	2DC	2DC	2DC
D W. Coast Middle America		2DC	1GC	1GC	1GC	2DC	2DC	2DC
E W. Coast South America		2DC	1GC	1GC	1GC	2DC	2DC	2DC
F E. Coast South America		1GC	1GC	1GC	1GC	1GC	2DC	1GC
Rio de Janeiro		1GC	1GC	1GC	1GC	1GC	2DC	1GC
Porto Alegre		2DC	1GC	1GC	1GC	2DC	2DC	2DC
Montevideo		2DC	1GC	1GC	1GC	2DC	2DC	2DC
Asuncion		2DC	1GC	1GC	1GC	2DC	2DC	2DC
Buenos Aires		2DC	1GC	1GC	1GC	2DC	2DC	2DC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except, Scotland Holy Loch		3DK	1GC	1GC	1MJ	1GC	1MJ	2DC
		1GC	1GC	1GC	1GC	1GC	1GC	1GC
		1PB	1PB	1PB	1PB	1PB	1PB	1PB

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To:								
Area/Country		Note	OR	PA	RI	SC	SD	TN TX
		Water Ports of Embarkation						
J	Northern Europe, except: Norway Denmark		3DK 1GC 1GC	1GC 1GC 1GC	1GC 1GC 1GC	1MJ 1GC 1GC	1GC 1GC 1GC	1MJ 1GC 1GC
K	W. Mediterranean, except: Portugal Morocco Tunisia Italy Spain	(3)	1MJ 1GC 1GC (3) 2DC (3) 1GC (3) 1GC	1GC 1GC 1GC 1GC 1GC	1GC 1GC 1GC 1GC 1GC	1MJ 1GC 1GC 2DC 1MJ 1GC	1MJ 1GC 1GC 2DC 1GC 1GC	1MJ 1GC 1GC 2DC 1MJ 1MJ
L	E. Mediterranean, except: Turkey Greece	(3)	1MJ 1GC 1GC	1MJ 1GC 1GC	1MJ 1GC 1GC	1MJ 1GC 1MJ	1MJ 1GC 1MJ	1MJ 1GC 1MJ
M	W. Africa		1GC	1GC	1GC	1GC	1GC	2DC 1GC
N	S. and E. Africa South Afric East Africa	(5)	2DC	(5)	(5)	(5)	2DC	(5) 2DC
P	Persian Gulf/Red Sea,		(8)	(8)	(8)	(8)	(8)	(8)
Q	Burma/India Calcutta Diego Garcia		3DK 3DK	1GC 3DK	1GC 3DK	1GC 3DK	2DC 3DK	2DC 3DK
R	China Sea Thailand Indonesia Taiwan		3DK 3DK 3DK	1GC 1GC 1MJ	1GC 1GC 1GC	2DC 2DC 1P2	3DK 3DK 3DK	2DC 2DC 2DC 3HL (9)

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To:		OR	PA	RI	SC	SD	TN	TX
<u>Area/Country</u>	<u>Note</u>	<u>Water Ports of Embarkation</u>						
S Philippines		4DL	1GC	1GC	1MJ	4DL	1MJ	2DC
T Central Pacific Islands, except: Kwajalein Atoll		4DL	1GC	1GC	1MJ	4DL	1MJ	2DC
		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		4DL	1GC	1GC	1MJ	4DL	1MJ	2DC
V Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands								
Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Is	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific	(6)	4DL	1GC	1GC	1MJ	4DL	1MJ	2DC
except: Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic, except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:	UT	VT	VA	WA	WV	WI	WY
To:							
<u>Area/Country</u>	<u>Note</u>	<u>Water Ports of Embarkation</u>					
A N. Atlantic, except:	(2)						
Argenti		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		2DC	1GC	1MJ	2DC	1MJ	1GC
C Caribbean							
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		2DC	1GC	1GC	2DC	1GC	1GC
Puerto Rico		2DC	1GC	1GC	2DC	1GC	1GC
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		2DC	1GC	1GC	2DC	1GC	1GC
N. Colombia		2DC	1GC	1GC	2DC	1GC	1GC
D W. Coast Middle America		2DC	1GC	1GC	2DC	1GC	1GC
E W. Coast South America		2DC	1GC	1GC	2DC	1GC	1GC
F E. Coast South America							
Rio de Janeiro		1GC	1GC	1GC	1GC	1GC	1GC
Porto Alegre		1GC	1GC	1GC	1GC	1GC	1GC
Montevideo		2DC	1GC	1GC	2DC	1GC	1GC
Asuncion		2DC	1GC	1GC	2DC	1GC	1GC
Buenos Aires		2DC	1GC	1MJ	2DC	1GC	1GC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except:		3DK	1GC	1MJ	3DK	1MJ	1GC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC
Holy Loch		1PB	1PB	1PB	1PB	1PB	1PB

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		UT	VT	VA	WA	WV	WI	WY
To:								
<u>Area/Country</u>	<u>Note</u>	<u>Water Ports of Embarkation</u>						
J Northern Europe, except:		3DK (10)	1GC	1MJ	3DK	1MJ	1GC	3DK (10)
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC
K W. Mediterranean, except:	(3)	1MJ	1GC	1MJ	1MJ	1MJ	1MJ	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	2DC	1GC	1GC	2DC	1GC	1GC	2DC
Italy	(3)	1MJ	1GC	1MJ	1GC	1MJ	1GC	1GC
Spain	(3)	1MJ	1GC	1MJ	1GC	1MJ	1GC	1GC
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1MJ	1GC	1MJ	1GC	1MJ	1GC	1GC
M W. Africa		1GC	1GC	1GC	1GC	1GC	1GC	1GC
N S. and E. Africa								
South Africa	(5)							
East Africa		2DC	(5)	(5)	2DC	(5)	(5)	2DC
P Persian Gulf/Red Sea,		(8)	(8)	(8)	(8)	(8)	(8)	(8)
Q Burma/India								
Calcutta		2DC	1GC	1GC	3DK	1GC	1GC	2DC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		3DK	1GC	1GC	3DK	1GC	1GC	3DK
Indonesia		3DK	1GC	1GC	3DK	1GC	1GC	2DC
Taiwan		3DK	1GC	1MJ	3DK	1MJ	1MJ	3DK

Notes: See figure H-2.

Figure H-1 (Cont.)



Ports Generally Cost Favorable for LRU Shipments

From States of: To: <u>Area/Country</u>		UT	VT	VA	WA	WV	WI	WY
	<u>Note</u>	<u>Water Ports of Embarkation</u>						
S Philippines		3DK	3DK	1MJ	4DL	1GC	1GC	3DK
T Central Pacific Islands, except: Kwajalein Atoll		3DK	1GC	1MJ	4DL	1GC	1GC	3DK
		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		3DK	1GC	1MJ	4DL	1GC	1GC	3DK
V Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands								
Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific, except: Midway	(6)	3DK	3DK	1MJ	4DL	1GC	1GC	3DK
		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic, except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL

Notes: See figure H-2.

Figure H-1 (Cont.)

**Explanatory Notes For Entries in Figure H-1**

The following list explains the notes indicated in parentheses in figure H-1.

- (1) Use the port which is most economical for transportation from the point of origin.
- (2) Service is available only during July through September.
- (3) Hazardous material (as defined in appendix A) destined to the countries listed below is routed only through the following WPOEs:

<u>Hazardous material to WPOD:</u>	<u>Is routed through WPOE:</u>
Cuba	1MJ Norfolk
Tunisia	1GC Bayonne
Italy	1MJ Norfolk
Spain	1MJ Norfolk
Greece	1MJ Norfolk
Crete	1MJ Norfolk
Cyprus	1GC Bayonne
Libya	1GC Bayonne
Turkey	1GC Bayonne

- (4) LRU shipments of protected (sensitive) and protected (controlled) cargo to Alaska are offered for airlift regardless of priority.
- (5) All LRU cargo to this destination through this port requires an ETR prior to shipment.
- (6) When 1MJ or 1GC is indicated as the WPOE, use 3DK as the WPOE for Navy sponsored shipments.
- (7) Includes Eleuthra (CB3); Andros (CB5); Grand Turk (CC2); St. Thomas, V.I. (CM1); St. Croix, V.I. (CM2); Antigua (CN2); Barbados (CP3); and St. George's, Grenada (CP4).

**Figure H-2**

**Explanatory Notes For Entries in Figure H-1**

(8) All LRU shipments to the Persian Gulf/Red Sea are to be routed to the DLA CCP or to the Service CCP/specified destination as follows:

Army	New Cumberland CCP (W25N14)
Navy	<b>FISC</b> Norfolk (N00189)
Air Force	<b>DDSP-New Cumberland Facility (W25N14)</b>
Marine Corps	<b>DDJC-Sharpe Facility (W62N2A)</b>
AAFES	Forest Park (HX7EAW)

(9) *Use WPOE 3DK for Air Force-sponsored LRU and outsized shipments. (Air Force-sponsored shipments to the designated port are not generating sufficient volume to produce full container loads in a timely manner.)*

(10) *Use WPOE 1GC for Air Force sponsored LRU and outsized shipments. (Air Force-sponsored shipments to the designated port are not generating sufficient volume to produce full container loads in a timely manner.)*

Figure H-2 (Cont.)

### Water Ports Capable of Receiving LRU Shipments

Detailed consignment instructions for ports capable of receiving LRU shipments are contained in the following consignment guides:

a. For Army operated water ports, use AR 55-355 et al, (reference j, volume 2).

b. For the Navy operated water port at the Naval Supply Center, Norfolk, use AR 55-355 et al, (reference j, volume 3).

c. For the Navy operated water port at Charleston Naval Shipyard (1PB); specified for personal property shipments to Holy Loch, Scotland; use NSC Charleston entry in the Personal Property Consignment Instruction Guide Worldwide, Volume I, CONUS.

d. For the water port at Jacksonville, FL, use the consignment instructions in note (1) of figure H-4.

e. For the Air Force operated water port at Cape Canaveral, use the "Terminal Facilities Guide, U.S. Air Force" (AR 55-359/NAVSUP PUB 447/AFM 75-42/MCO P4600.11A/DLAH 4510.3).

f. The following list explains the codes used in this appendix.

1GC	Military Ocean Terminal, Bayonne, New Jersey
1MJ	Naval Supply Center, Norfolk, Virginia
1P2	South Atlantic Outport, Charleston, South Carolina
1PB	Charleston Naval Shipyard, Charleston, South Carolina (Holy Loch Code 5/DPM personal property only)
1R1	Cape Canaveral, Florida
1R3	Jacksonville, Florida (Guantanamo Bay, Cuba Code 5 personal property only)
2DC	Gulf Outport, New Orleans, Louisiana
3DK	Military Ocean Terminal, Bay Area, Oakland, California
3HL	Southern California Outport, Compton, California
4DL	Pacific Northwest Outport, Seattle, Washington
4E1	Pacific Northwest Outport, Port Dock, Tacoma, Wash- ton

Figure H-3

CONUS Export Shipments of Code 5 and DPM Household Goods

	Iceland, New- found- land, Bermuda, From Cuba (1)	Panama	Puerto Rico	Down Range Islands (2)	Morocco, Turkey, Scot- land, Portu- gal, Azores	Gree- nock (Holy Loch), Scot- land	Belgium, Germany, Nether- lands, England
AL	1MJ	2DC	2DC	1R1	1GC	1PB	2D
AZ	1MJ	2DC	2DC	1R1	1GC	1PB	3H
AR	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
CA (N)	1MJ	2MJ	2DC	1R1	1GC	1PB	3DK
CA (S)	1MJ	2DC	2DC	1R1	1GC	1PB	3HL
CO	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
CT	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
DE	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
DC	1MJ	1MJ	1GC	1R1	1GC	1PB	1GC
FL	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
GA	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
ID	1MJ	2DC	2DC	1R1	1GC	1PB	3DK
IL	1MJ	1GC	2DC	1R1	1GC	1PB	1GC
IN	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
IA	1MJ	2DC	2DC	1R1	1GC	1PB	1GC
KS	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
KY	1MJ	1MJ	1GC	1R1	1GC	1PB	1MJ
LA	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
ME	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
MD	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
MA	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
MI	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
MN	1MJ	2DC	2DC	1R1	1GC	1PB	1GC
MS	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
MO	1MJ	1GC	2DC	1R1	1GC	1PB	2DC

(1) All shipments to Cuba are routed via DPM and routed via Norfolk, VA.

(2) Includes Eleuthra; Andros; Grand Turk; St. Thomas; St. Croix, Antigua; Barbados; and St. George's, Grenada.

Figure H-4

	Iceland, New- found- land, Bermuda, From Cuba (1)	Panama	Puerto Rico	Down Range Islands (2)	Morocco, Turkey, Scot- land, Portu- gal, Azores	Gree- nock (Holy Loch), Scot- land	Belgium, Germany, Nether- lands, England
MT	1MJ	2DC	2DC	1R1	1GC	1PB	1GC
NE	1MJ	1GC	2DC	1R1	1GC	1PB	2DC
NV	1MJ	2DC	2DC	1R1	1GC	1PB	3HL
NH	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
NJ	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
NM	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
NY	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
NC	1MJ	1MJ	2DC	1R1	1GC	1PB	1MJ
ND	1MJ	2DC	2DC	1R1	1GC	1PB	1GC
OH	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
OK	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
OR	1MJ	2DC	2DC	1R1	1GC	1PB	3DK
PA	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
RI	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
SC	1MJ	1MJ	2DC	1R1	1GC	1PB	1MJ
SD	1MJ	2DC	2DC	1R1	1GC	1PB	1GC
TN	1MJ	1MJ	2DC	1R1	1GC	1PB	1MJ
TX	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
UT	1MJ	2DC	2DC	1R1	1GC	1PB	3DK
VT	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
VA	1MJ	1MJ	1GC	1R1	1GC	1PB	1MJ
WA	1MJ	2DC	2DC	1R1	1GC	1PB	3DK
WV	1MJ	1MJ	1GC	1R1	1GC	1PB	1MJ
WI	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
WY	1MJ	2DC	2DC	1R1	1GC	1PB	1GC

(1) All shipments to Cuba are routed via DPM and routed via Norfolk, VA.

(2) Includes Eleuthra; Andros; Grand Turk; St. Thomas; St. Croix, Antigua; Barbados; and St. George's, Grenada.

Figure H-4 (Cont.)

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From	Spain, Italy, Greece, Bahrain (3)	Guam, Hawaii, Philip- pines, Japan, Korea, Okinawa	Aus- tralia, New Zealand	Alaska (4)
AL	1MJ	2DC	3DK	4DL
AZ	1MJ	3HL	3DK	4DL
AR	1MJ	2DC	3DK	4DL
CA (N)	1MJ	3DK	3DK	4DL
CA (S)	1MJ	3HL	3DK	4DL
CO	1MJ	3DK	3DK	4DL
CT	1GC	1GC	3DK	4DL
DE	1GC	1GC	3DK	4DL
DC	1GC	1GC	3DK	4DL
FL	1MJ	2DC	3DK	4DL
GA	1MJ	2DC	3DK	4DL
ID	1GC	4DL	3DK	4DL
IL	1GC	1GC	3DK	4DL
IN	1GC	1GC	3DK	4DL
IA	1GC	4DL	3DK	4DL
KS	1MJ	2DC	3DK	4DL
KY	1MJ	1MJ	3DK	4DL
LA	1MJ	2DC	3DK	4DL
ME	1GC	1GC	3DK	4DL
MD	1GC	1GC	3DK	4DL
MA	1GC	1GC	3DK	4DL
MI	1GC	1GC	3DK	4DL
MN	1GC	4DL	3DK	4DL
MS	1MJ	2DC	3DK	4DL
MO	1MJ	2DC	3DK	4DL

(3) Shipments to Bahrain are routed to NCS Norfolk. All documents are prepared for surface move from 1MJ to KJ2 FFT (BAH) via AMC.

(4) DPM only.

**Figure H-4 (Cont.)**

From	Spain, Italy, Greece, Bahrain (3)	Guam, Hawaii, Philip- pines, Japan, Korea, Okinawa	Aus- tralia, New Zealand	Alaska (4)
MT	1GC	4DL	3DK	4DL
NE	1GC	4DL	3DK	4DL
NV	1MJ	3HL	3DK	4DL
NH	1GC	1GC	3DK	4DL
NJ	1GC	1GC	3DK	4DL
NM	1MJ	3HL	3DK	4DL
NY	1GC	1GC	3DK	4DL
NC	1MJ	1MJ	3DK	4DL
ND	1GC	4DL	3DK	4DL
OH	1GC	1GC	3DK	4DL
OK	1MJ	2DC	3DK	4DL
OR	1GC	4DL	3DK	4DL
PA	1GC	1GC	3DK	4DL
RI	1GC	1GC	3DK	4DL
SC	1MJ	1MJ	3DK	4DL
SD	1GC	4DL	3DK	4DL
TN	1MJ	1MJ	3DK	4DL
TX	1MJ	2DC	3DK	4DL
UT	1MJ	3DK	3DK	4DL
VT	1GC	1GC	3DK	4DL
VA	1MJ	1MJ	3DK	4DL
WA	1GC	4DL	3DK	4DL
WV	1MJ	1MJ	3DK	4DL
WI	1GC	1GC	3DK	4DL
WY	1GC	3DK	3DK	4DL

(3) Shipments to Bahrain are routed to NCS Norfolk. All documents are prepared for surface move from 1MJ to KJ2 FFT (BAH) via AMC.

(4) DPM only.

Figure H-4 (Cont.)



## Appendix J

### CLEARANCE AUTHORITIES AND BOOKING OFFICES

1. This appendix contains an explanation of how to select the appropriate clearance authority and a list of clearance authorities located throughout the world. The clearance authorities are listed separately for shipments by water and by air. Liaison offices operated by sponsoring Services at some transshipping activities (ports) are also listed with the appropriate clearance authorities. Also listed are applicable ocean cargo booking offices.

2. The responsibility for developing and maintaining the information contained in this appendix rests with the Service organizations as listed below. These organizations provide revisions to the DoD MILSTAMP System Administrator for inclusion in this appendix. For this regulation, each overseas country listed is identified, by area, with a letter in parentheses as follows: (A) for Alaska, (C) for Panama (including Central and South America), (E) for Europe, (L) for Atlantic, and (P) for Pacific.

<u>Responsible Organization</u>	<u>Area/Mode (Service)</u>
Commander, Military Traffic Management Command	CONUS, ocean. Alaska, except Adak, ocean. Europe, ocean functions under its cognizance. Pacific, ocean functions under its cognizance. Panama, ocean.
HQ, U.S. Army Materiel Command	CONUS, air (Army). Alaska, air. Panama, air.
Commander, Naval Supply Systems Command	CONUS, Air (Navy). Alaska, Adak, ocean and air, QUICKTRANS.
Commandant of the Marine Corps	CONUS, air (Marines).
Commander-in-Chief, Pacific	Pacific theater, ocean (other than MTMC) and air.
Commander-in-Chief, Europe	European theater, ocean (other than MTMC) and air.

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Commander-in-Chief, Atlantic

Atlantic theater, ocean (other  
than MTMC) and air

3. The clearance authorities are listed in this appendix according to the mode of shipment and the location of the clearance authority.

a. The procedures used for selecting the appropriate clearance authority are detailed preceding each mode and area. The groupings are:

<u>Location/Mode</u>	<u>Paragraph</u>
CONUS, ocean	J-4
CONUS, domestic air	
QUICKTRANS	J-6
CONUS, export air	J-7
Overseas, ocean	J-8
Overseas, air	J-9

b. Whenever applicable, the information listed for each clearance authority includes the:

- (1) Location.
- (2) Sponsoring Service and area responsibility.
- (3) Title of the clearance organization.
- (4) Mailing address.
- (5) DSN number.
- (6) Commercial telephone number.
- (7) AUTODIN routing indicator codes.
- (8) ETM or TWX routing indicator codes

4. CONUS water clearance authorities (WCAs) are designated by the Military Traffic Management Command based on the location of the water port without regard to the Service sponsoring the shipment. Listed below are the two CONUS WCAs, as well as the booking offices which secure the actual ocean carriage. Each entry provides the responsible organization, its mailing address, telephone number(s), AUTODIN routing indicator code, and message address. The addresses included here, as well as the areas

of responsibility, are for MILSTAMP data only; requests for ETRs are submitted as directed in the DTMR (reference j)

a. Eastern Area

(1) Location: Bayonne, NJ

(a) Water clearance authority for all Services

1 Responsibility: All water shipments through CONUS ports on the east and gulf coasts (port indicator codes 1\_\_ and 2\_\_) except the city of St. Louis, MO.

2 Organization: Military Traffic Management Command, Eastern Area.

3 Mail: Commander, Military Traffic Management Command, Eastern Area, ATTN: MTE-ITD, Bayonne, NJ 07002-5302.

4 DSN: 247-7191, export traffic releases. 247-6215/7237, ocean manifest, cargo traffic messages. 247-7365/66, tracer actions. 247-7236/37/7314, advance TCMD.

5 Telephone: (201) 823- plus appropriate extension.

6 AUTODIN: RUEOBMD (advance TCMD data and tracer action in MILSTAMP format.) RUEOBMY (ocean manifests) Eastern Management Information Systems Office (EMISO, MTMC), Bayonne, NJ 07002-5302.

7 ETM: RUEOBMT/Data Control Branch (EMISO-ADP, MTMC) Bayonne, NJ (disciplined TCMD format) RUEOBMA/CDR MTMCEA (all other narrative messages)

(b) Booking office:

1 Responsibility: All water shipments from CONUS east and gulf coast ports, other North/South Atlantic ports, ports in Mexico (east coast), Central and South America, the Caribbean, Iceland, and the Azores. (Port codes beginning with 1, 2, A, B, C, D (except DA\_), E, F, and G.)

2 Organization: Military Traffic Management Command, Eastern Area

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3 Mail: Commander, MTMC Eastern Area, ATTN:  
MTE-ITE, Bayonne, NJ 07002-5302

4 DSN: 247-6383

5 Telephone: (201) 823-6383

6 AUTODIN: RUEOBMA

7 Message address: CDR MTMCEA BAYONNE  
NJ//MTE-ITE//

**b. Western Area**

(1) Location: Oakland, CA

(a) Water clearance authority for all Service

1 Responsibility: All water shipments through  
CONUS ports on the west coast (port indicator codes 3\_\_ and 4\_\_) as well  
as the city of St. Louis, MO.

2 Organization: Military Traffic Management  
Command, Western Area.

3 Mail: Commander, Military Traffic Management  
Command Western Area, ATTN: MTW-ITD, Oakland, CA 94626-0001.

4 DSN: 859-2461, ocean manifests, cargo traffic  
messages. 859-2462, tracers. 859-2465, advance TCMD data.

5 Telephone: (415) 466- plus appropriate extension

6 AUTODIN: RUWADMK (ocean manifests, cargo traffic  
messages) RUWADMU (advance TCMD data and tracers in MILSTAMP automated  
format)

7 ETM: RUWADMP/CDR MTMCWA OAKLAND CA//MTW-ITD//  
(disciplined TCMD format) RUWADMA/CDR MTMCWA OAKLAND CA//MTW-ITD// (all  
other narrative messages)

(b) Booking office:

1 Responsibility: All water shipments from CONUS west coast ports, ports located in the North American pacific area except Alaska (see Seattle, WA), ports in Mexico (west coast), and all other ports in the central pacific area except Hawaii (see Hawaii). (Port codes beginning with 3, 4, DA, TL, TS, YA, Z.)

2 Organization: Military Traffic Management Command, Western Area

3 Mail: Commander, Military Traffic Management Command, Western Area, ATTN: MTW-ITX, Oakland Army Base, Oakland, CA 94626-0001

4 DSN: 859-3416/3417/3418/3419

5 Telephone: (415) 466-3416/3417/3418/3419

6 AUTODIN: RUWADMA

7 Message address: CDR MTMCWA OAKLAND  
CA//MTW-ITX//

(2) Location: Seattle, WA

(a) Water clearance authority; see Oakland, CA

(b) Booking office:

1 Responsibility: All water shipments to and from Alaskan ports. (Port codes beginning with Y except YA.)

2 Organization: MTMC OCBO Seattle

3 Mail: Commander, Military Traffic Management Command, Pacific Northwest Outport, ATTN: OCBO, 4735 East Marginal Way South, Seattle, WA 98134-2391

4 DSN: 744-3104

5 Telephone: (206) 764-8512/8513/8514

6 AUTODIN: RUDADMD

7 Message address: CDR MTMC PNW OPT SEATTLE  
WA//MTW-S-OP//

5. **QUICKTRANS.** The QUICKTRANS ACA for all domestic shipments is:
- a. Organization: Navy Material Transportation Office, Norfolk, VA
  - b. Mail: Commanding Officer, Navy Material Transportation Office, Code 03, Bldg. Z-133-5, Naval Station, Norfolk, VA 23511-5000.
  - c. DSN: 564-7831
  - d. Telephone: (804) 444-7831
  - e. AUTODIN: RUEBJGE/NAVMTO Norfolk VA
  - f. ETM: RUCOTCA/NAVMTO Norfolk VA
6. CONUS export ACAs are maintained by each of the sponsoring Services.

a. The correct ACA is usually determined from the first position of the TAC as indicated below. **For DLA TAC's, both the first position of the TAC and the first position of the consignee DoDAAC or TCN are used to determine the correct ACA.** If the TAC cannot be determined, the appropriate ACA is determined from the first position of the consignee DoDAAC or TCN as indicated below. **The appropriate ACA for FMS shipments is determined by the first position of the TCN.**

If first position of the  
consignee

<u>TAC is</u>	<u>and/</u> <u>or</u>	<u>DoDAAC or</u> <u>TCN is</u>	<u>The Service</u> <u>or Agency is</u>	<u>The ACA is</u>	<u>Listed in</u> <u>paragraph</u>
A, B, C		A, B, C, W	Army	Army	7.b.
D, F		D, E, F, J	Air Force	Air Force	7.d.
		G	GSA	Air Force	7.d.
H		H	Other DOD Agencies	Air Force	7.d.
J			Joint Task Force 8	Air Force	7.d.

K, L, M	K, L, M	Marine Corps	Marine Corps <sup>1</sup>	7.e.
N, P	N, P, Q, R, V	Navy	Navy	7.c.
<b>S</b>	<b>E, F, J, S, T, U</b>	<b>DLA</b>	<b>Air Force<sup>2</sup></b>	<b>7.d.</b>
<b>S</b>	<b>A, C, W</b>	<b>DLA</b>	<b>Army</b>	<b>7.b.</b>
<b>S</b>	<b>N, Q, R, V, Z</b>	<b>DLA</b>	<b>Navy</b>	<b>7.c.</b>
<b>S</b>	<b>L, M</b>	<b>DLA</b>	<b>Marine Corps<sup>1</sup></b>	<b>7.e.</b>
T		Contractor	Air Force	7.d.
X		Other Government Agencies	Air Force <sup>2</sup>	7.d.
Z	Z	Coast Guard	Navy	7.c.
0/		Postal	Air Force	7.d.
		Concentration Centers	Army <sup>3</sup>	
	0/9	Other Civil Agencies (excluding GSA)	Air Force	7.d.

**b. Army CONUS export ACA**

(1) Responsibility: All Army sponsored CONUS export air cargo as listed in paragraph 7.a.

(2) Organization: U.S. Army Materiel Command Logistics Control Activity

(3) Mail: Commander, U.S. Army Materiel Command Logistics Control Activity, ATTN: AMCLC-LA, Presidio of San Francisco, CA 94129-5000

(4) DSN: 586-5841

(5) Telephone: (415) 561-5841

<sup>1</sup> Shipments of aircraft parts for Marine Corps consignees are referred to the Navy ACA (paragraph 7.c.) since these items are stocked and funded by the Navy.

<sup>2</sup> DLA subsistence for all destinations is cleared by the Air Force ACA (paragraph 7.d.). Other DLA and GSA funded shipments are cleared by the ACA determined in accordance with the table in paragraph 7.a.

<sup>3</sup> Most mail is pre-cleared.

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- (6) AUTODIN: RUWELCB (for clearance and offerings)  
RUWELCA (for receipt and lift)
- (7) ETM: CDRUSAMCLCA PRESIDIO OF SFRAN CA//AMCLC-LA//

**c. Navy CONUS export ACA**

- (1) Responsibility: All Navy and Coast Guard sponsored CONUS export air cargo as well as certain Marine Corps cargo as listed in paragraph 7.a.
- (2) Organization: Navy Material Transportation Office
- (3) Mail: Commanding Officer, Navy Material Transportation Office, Code 03, Bldg. Z-133-5, Naval Station, Norfolk, VA 23511-5000
- (4) DSN: 564-7831
- (5) Telephone: (804) 444-7831
- (6) AUTODIN: RUEBJGE/NAVMTO NORFOLK VA
- (7) ETM: RUCOTCA/NAVMTO NORFOLK VA

**d. Air Force CONUS export ACA**

- (1) Responsibility: All Air Force sponsored CONUS export air cargo as well as the other CONUS export air cargo for which the Air Force is listed as ACA in paragraph 7.a.
- (2) Organization: Air Force **Shipper Service** Control Office, Wright-Patterson Air Force Base
- (3) Mail: **HQ AFMC/LGTA, 4375 Chidlaw Road, Suite 6,** Wright-Patterson Air Force Base, OH 45433-5006
- (4) DSN: 787-4946/**4351/4635** (Advance TCMDs, tracer actions, status, and general information on overseas shipments; **Monday-Friday 0700-2000**).
- (5) Telephone: (513) 257-4946/**4351/4635**; **FAX (513) 257-3185** (After normal duty hours (0700-2000, Monday-Friday), contact the duty officer at DSN 787-6314 or (513) 257-6314.)



(6) AUTODIN: RUVAAEA/AFDCO **Wright Patterson** AFB, OH/**LGTA**.  
(Address applies to ATCMDs, tracers, receipts, and lifts.)

(7) ETM: None

e. Marine Corps CONUS Export ACA

(1) Responsibility: All Marine Corps-sponsored CONUS export air cargo as listed in **MILSTAMP Volume I**, paragraph 7.a.

(2) Organization: Marine Corps Logistics Base, Barstow, CA

(3) Mail: Commanding **Officer (Code B325)**, Marine Corps Logistics Base, **Traffic Management Office, Box 110325**, Barstow, CA 92311-5014

(4) DSN: 282-6796/6842<sup>3</sup>

(5) Telephone: (619) 577-6796/6842<sup>3</sup>

(6) **FAX: DSN 282-6679, Commercial (619) 577-6679**

(7) AUTODIN: RUWJFAA

(8) ETM: **CO MCLB BARSTOW CA//B325**

7. Overseas WCAs are listed alphabetically by the country in which they are located.

a. The listings detail the WCAs responsible for specific areas and sponsoring Services. Included with each WCA is the related booking office responsible for securing the actual ocean carriage. The listings also include established liaison offices at the designated locations. Each entry provides the responsible organization, its mailing address, telephone number(s), AUTODIN routing indicator code, and message address. If an WCA cannot be located in this list for a specific geographic area, contact the booking office directly for assistance.

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b. The theater commander designates the WCAs, in appropriate coordination with MTMC. The letter in parentheses following the country indicates the theater designation as listed in paragraph 2. Booking offices are designated by MTMC.

**(1) Alaska: (A)**

**(a) Location: Naval Air Station Adak**

**1 WCA for all Services**

**a Responsibility:** All water shipments through the port of Adak, Alaska (YL1)

**b Organization:** Naval Air Station, Adak, Alaska

**c Mail:** Commanding Officer, Box 1, Naval Air Station, Adak, **FPO AP** 98791-1201

**d DSN:** (317) 592-4208/8031

**e Telephone:** (907) 592-4208/8031

**f AUTODIN:** RUWMEEA

**g Message Address:** NAS ADAK AK

**2 Booking Office: See Seattle, WA**

**(b) Location: Elmendorf Air Force Base**

**1 WCA for all Services**

**a Responsibility:** All water shipments through the ports of Alaska, except Adak

**b Organization:** Chief, Military Traffic Management Command, Alaska, Elmendorf AFB, AK

**c Mail:** Chief, Military Traffic Management Command Office - Alaska, Bldg. 31-270, Room 105, Elmendorf Air Force Base, AK 99506-5000

**d DSN:** 752-2010/3091/6315; Facsimile: 752-3913

e Telephone: (907) 272-2010/3091/6315

f AUTODIN: RUWMBKA

g ETM: RUWMBKA, MTMC ALASKA, ELMENDORF AFB AK

//MTW-S-AK//

2 Booking Office: See Seattle, WA

a Responsibility: All export ocean cargo  
through ports in Alaska

b Organization: MTMC OCCA Alaska

c Mail: MTMC OCCA AK Elmendorf AFB, Alaska  
99506-5000

d DSN: (317) 552-3091/2010

e Telephone: (907) 552-3036

f AUTODIN: RUWMBKA

g Message Address: CHMTMC OCCA-AK ELMENDORF  
AFB AK

(2) Argentina: See Panama

(3) Australia: (P)

(a) Location: Canberra

1 WCA for all Services

a Responsibility: All water shipments through  
the ports of Australia except Exmouth (northwest Cape, VA3)

b Organization: Traffic Management Office,  
USDODSA U.S. Embassy, Canberra, Australia

c Mail: Traffic Management Office, USDODSA  
U.S. Embassy, **APO AP** 96404-5000

d DSN: N/A

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e Telephone: 61-62-70-5879

f AUTODIN: N/A

g Message Address: USDODSA CANBERRA AS//LGT//

h TELFAX NR: 61-62-70-5970

2 Booking Office: See Japan, Yokohama

(b) Location: Exmouth, Western Australia

1 WCA for all Services

a Responsibility: All water shipments  
consigned to or shipped from Naval Communications Station, Harold E.  
Holt, Exmouth, Australia

b Organization: U.S. Navy Sea Cargo  
Coordinator (NAVSEACARCOORD), Exmouth, western Australia

c Mail: Navy Sea Cargo Coordinator, Naval  
Communication Station, Box 30, **FPO AP**, CA 96680-1800

d AUTODIN: 821-1945

e Telephone: 099-49-3214

f AUTODIN: RUHJKBA NAVCOMMSTA HAROLD E. HOLT  
EXMOUTH AS

g TWX: RUMASAA NAVCOMMSTA HAROLD E. HOLT  
EXMOUTH AS

2 Booking Office: See Japan, Yokohama

(4) Azores: (L)

(a) Location: Praia da Vitoria, Terceira, Azores

1 WCA for all Services

a Responsibility: All water shipments through  
the ports of the Azores, Portugal (GA\_ series)

b Organization: MTMC TTU Azores

c Mail: (US) Commander, MTMC TTU Azores, ATTN: MTG-AZ-O, **APO AE** 09406-5000. (Civil Post) Commander, MTMC TTU Azores, U.S. Army Post, Praia da Vitoria, Terceira, Azores, Portugal.

d DSN: 895-3490, Ext 7291 or 6256

e Telephone: N/A

f AUTODIN: RUSLAAA CDR MTMC TTU LAJES FIELD  
AZORES//MTG-AZ//

g ETM: Same as AUTODIN

2 Booking Office: See CONUS OCCA, Eastern Area

(5) BAHRAIN: (E)

(a) Location: Bahrain Island

1 WCA for all Services

a Responsibility: All water shipments through Bahrain Island **ports of Bahrain (PK1) and the United Arab Emirates area ports of Dubai (PQ1), Abu Dhabi (PQ2), Mina Jabal Ali (PQ3), and Al Fujayrah (PQ4)**

b Organization: **Administrative Support Unit (ASU) Southwest Asia (SWA) Bahrain (Code 40)**

c Mail: **Supply Officer (Code 40), AWU SWA Box 397, FPO AE 09834-2800**

d DSN: (318) 439-4256

e Telephone: (0973) 724-256

f AUTODIN: RU**FTNKA**

g ETM: ADMIN SUPU **SWA** BAHRAIN//40

2 Booking Office: See Naples, Italy

(6) Belgium: See Germany

- (7) Bolivia: See Panama
- (8) Brazil: See Panama
- (9) Chile: See Panama
- (10) Colombia: See Panama
- (11) Costa Rica: See Panama
- (12) Crete: See Greece
- (13) Cuba: (L)

(a) Location: U.S. Naval Base, Guantanamo Bay

1 WCA for all Services

a Responsibility: All water shipments through  
the ports of Cuba (CD\_, CE\_, & CF\_)

b Organization: U.S. Naval Base, Guantanamo  
Bay, Cuba

c Mail: Receiving Officer, **PSC 1005**, Box 33,  
**FPO AE 09593-0133**

d DSN: 723-3960, Ext 4495

e Telephone: 011-53-99-4495

f AUTODIN: RUEBAHA

g **ETM:** NAVSTA GUANTANAMO BAY CU

h **TWX:** RUEBAHA NAVSTA GUANTANAMO BAY CU//23

2 Booking Office: See CONUS OCCA, Eastern Area

(14) Denmark: See Germany

(15) Diego Garcia: (P)

(a) Location: Naval Support Facility, Diego Garcia

1 WCA for all Services

a Responsibility: All water shipments through the port of Diego Garcia (QF1)

b Organization: U.S. Navy Support Facility  
Diego Garcia

c Mail: U.S. Navy Support Facility, Box 20,  
FPO AP 96685-2000

d DSN: 870-0111, Ext 4140/4331/5567

e Telephone: N/A

f AUTODIN: RUVNSAA, NAVSUPPFAC DIEGO GARCIA

g TWX: NAVSUPPFAC DIEGO GARCIA

2 Booking Office: See Japan, Yokohama

(16) Dominican Republic: See Panama

(17) Egypt: See Naples, Italy

(18) El Salvador: See Panama

(19) England: See United Kingdom

(20) Equador: See Panama

(21) Ethiopia: See Naples, Italy

(22) France: See Germany and Naples, Italy

(23) Germany: (E)

(a) Location: Bremerhaven, Germany

1 WCA for all Services

a Responsibility: All water shipments from ports in continental northern Europe bordering the Baltic and North Sea and French Atlantic area, French and Spanish Bay of Biscay area, and the Rhine River (port codes beginning with J).

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b Organization: MTMC TTCE OCCA-North,  
Bremerhaven, Germany

c Mail: (US) Chief, MTMC TTCE OCCA-North,  
ATTN: MTC-TOPS-TMN, **APO AE** 09069-5000. (Civil Post) Chief, MTMC TTCE  
OCCA-NORTH, ATTN: MTC-TOPS-TMN, Geb 227, Carl Schurz Kaserne, 2850  
Bremerhaven, West Germany

d DSN: (314) 342-8778/8406

e Telephone: 49-471-82348

f AUTODIN: CDR MTMCTTCE OCCA-N BREMERHAVEN GE  
//MTC-TOPS-TMN//

g Message Address: Same as AUTODIN

h Telex: Primary: Country 41 No 238880.  
Alerdate: Country 41 No 238743

i MILNET/DDN: OCCACL @ MINET-OBL-EM

2 Air Force Liaison

a Responsibility: To be identified

b Organization: US Air Force Water Port  
Liaison Office

c Mail: DET 3, 7300 Matron, **APO AE** 09069-5000

d DSN: (314) 342-8715/8368

e Telephone: N/A

f AUTODIN: N/A

g Message Address: DET 3, 7300 MATRON  
BREMERHAVEN GE//WPLO//

h Telex: 238880 USAF Liaison

i MINET: WPLOOLE or OBL Mode

3 Booking Office: Same as WCA except:



a DSN: (314) 342-8736/8455

b MILNET/DDN: OCCAK @ MINET-OBL-EM

(24) Greece: (E)

(a) Location: Piraeus, Greece

1 WCA for All Services

a Responsibility: All water shipments through the ports of Greece (LD\_, LE\_, and LT\_)

b Organization: Military Traffic Management Command, Transportation Terminal Unit Greece

c Mail: (US) Commander, MTMC TTU Greece (MTG-GR), **APO AE** 09253-5000. (Civil Post) Commander, MTMC TTU Greece, Saint George Bay, Keratsini, Piraeus, Greece

d DSN: 622-1110

e Telephone: 30-1-462-3173 (Operations),  
462-6774 (Documentation)

f AUTODIN: RUFLDMA.

g ETM: RUQMZA CDE MTMC TTU GREECE //MTG-GR//

h Telex: Country 601, No 212492

2 Booking Office: See Naples, Italy

(25) Guam: See Mariana Islands

(26) Guatemala: See Panama

(27) Hawaii: (P)

(a) Location: Pearl Harbor, Hawaii

1 WCA for all Services

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a Responsibility: All water shipments through the ports of the Hawaiian Islands (including all port identifier codes beginning with "X")

b Organization: U.S. Navy Sea Cargo Coordinator (NAVSEACARCOORD) Pearl Harbor, Hawaii

c Mail: Deputy Director, Terminals Department/NAVSEACARCOORD, Naval Supply Center, Pearl Harbor, HI 96860-5300

d DSN: (315) 471-9684/9352

e Telephone: (808) 471-9108/9684/9352

f AUTODIN: RUHHLHA

g TWX: RUHHLHA, NAVSEACARCOORD, Pearl Harbor, HI

**2 Air Force Liaison:**

a Responsibility: Air Force sponsored water shipments through the Hawaiian Area

b Organization: U.S. Air Force Water Port Liaison Office

c Mail: 15 Trans Sq/LGTTWPLO, Hickam Air Force Base, HI 96853-5000

d DSN: 430-0111

e Telephone: (808) 471-8168

f AUTODIN: RUHVAAA

g TWX: RUHVAAA/15 TRN SS HICKAM AFB  
HI//LGTTWPLO//

**3 Booking Office:**

a Responsibility: All water shipments from ports in the Hawaiian, Midway, Wake, Johnson, Marshall, and Samoan Islands (port codes beginning with TJ, TK, W, AND X.)

b Organization: MTMC OCBO Hawaii

c Mail: MTMC OCBO, Naval Supply Center, Box  
300, Pearl Harbor, HI 96860-5000

d DSN: 474-5217

e Telephone: (808) 474-2230

f AUTODIN: RHHMDC

g Message Address: CH MTMC OCBO NSC PEARL

HARBOR HI

(28) Honduras: See Panama

(29) Iceland: (L)

(a) Location: Keflavik

1 WCA for all Services

a Responsibility: All water shipments through  
the ports of Iceland (AU\_)

b Organization: U.S. Naval **Air** Station,  
Keflavik, Iceland

c Mail: Material **Division** Officer, U.S. Naval  
**Air** Station, Keflavik, **PSC 1003**, Box 21, **FPO AE 09728-0321**

d DSN: **450-4125/4126**

e Telephone: 011-354**254125/4126**

f AUTODIN: RUE**OBML**

g ETM: NAV**AIRSTA** KEFLAVIK IC

h **TWX: NAVSTA KEFLAVIK IC//405**

2 Booking Office: See CONUS OCCA, Eastern Area

(30) Ireland: See United Kingdom

(31) Israel: (E)

(a) Location: Tel Aviv

1 WCA point of contact for all Services

a Responsibility: Point of contact for all ocean shipments through Israel

b Organization: USDAO, American Embassy Tel Aviv

c Mail: USDAO, American Embassy Tel Aviv, **APO AE** 09672-5000

d DSN: N/A

e Telephone: 00972-3-654338, Ext 361

f AUTODIN: N/A

g ETM: USDAO TEL AVIV IS

2 Booking Office: See Naples, Italy

(32) Italy: (E)

(a) Location: Leghorn

1 WCA for all Services

a Responsibility: All water shipments through the ports of Italy except those in the immediate vicinity of Naples and Sigonella

b Organization: MTMC Leghorn Terminal

c Mail: (US) Commander, MTMC Leghorn Terminal, ATTN: MTG-LH, **APO AE** 09019-5000. (Civil Post) Commander, MTMC Leghorn Terminal, Camp Darby, 56018 Tirrenia/Pisa, Italy

d DSN: 633-8046

e Telephone: Country 39, Area 586, No 92165

f AUTODIN: CDR MTMC TML LEGHORN IT//MTC-LH//

g Message Address: Same as AUTODIN

h Telex: Country 43 No 5002671

i MILNET/DDN: MTC-LH @ MINET-LON-EM

2 Air Force Liaison:

a Responsibility: To be identified

b Organization: U.S. Air Force Water Port

c Mail: OL-L 7300 MATRON, **APO AE** 09019

d DSN: 633-7784

e Telephone: 947784

f AUTODIN: N/A

g Message Address: OL-L 7300 MATRON LEGHORN

Liaison Officer

IT//WPLO//

3 Booking Office: See Naples

(b) Location: Naples

1 WCA for all Services

a Responsibility: All water shipments through the ports in the immediate vicinity of Naples

b Organization: U.S. Naval Support Activity, Naples

c Mail: (USPS) U.S. Naval Support Activity, Box 5, **FPO AE** 09521-5000. (Civil Post) U.S. Naval Support Activity, Via E. Scarfoglio, Pozzuoli (Napoli) 80078

d DSN: 625-1110, Ext 4146/4290

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39-81-261709

e Telephone: 39-81-724-4146/4290 or

f AUTODIN: RUFLSKA

IT

g Message Address: WCA, US NAV SUP ACT NAPLES,

@ MINET-CPO-EM

h MINET terminal: MATNSA @ MINET-CPO-EM WFTNAP

2 Booking Office:

a Responsibility: All water shipments from ports in the Mediterranean, Spain, Portugal, Africa, Red Sea, Persian Gulf, and Pakistan (port codes beginning with K, L, M, N, P, and QA)

Italy

b Organization: MTMC TTCE OCCA-South, Naples,

**FPO AE** 09521-5000

c Mail: Chief, MTMC TTCE OCCA-South, Box 38,

d DSN: 625-4102/4103

e Telephone: 39-81-724-4102/4103

f AUTODIN: RUFLSKA

ITALY//MTC-TOPS-TMS//

g Message address: CH MTMC TTCE NAPLES

(c) Location: Sigonella

1 WCA for all Services

a Responsibility: All water shipments through the ports in the immediate vicinity of Sigonella

Italy

b Organization: Naval Air Station, Sigonella,

09523-5000

c Mail: U.S. Naval Air Station, N04500, **FPO AE**

IT/N04500

d DSN: 624-1110, Ext 5518/5519  
e Telephone: 095-861110, Ext 5518/5519  
f AUTODIN: RUFLEWA  
g Message Address: WCA, USNAS, SIGONELLA

h MILNET/DDN: OCCA-S @ MINET-LON-EM

2 Booking Office: See Naples

(33) Japan: Including Okinawa (P)

(a) Location: Iwakuni (Southern Area)

1 WCA for the Navy and Marine Corps

a Responsibility: All Navy and Marine Corps sponsored water shipments through the port of Iwakuni (UL7)

b Organization: U.S. Marine Corps Traffic Management Office, Marine Air Station, Iwakuni, Japan

c Mail: Traffic Management Office, Marine Corps Air Station, **FPO AP** 98764-5000

d DSN: 253-3456

e Telephone: 242-3456, Ext 3077/4269

f AUTODIN: RHARSAA

g TWX: RHARSAA

2 Booking Office: See Yokohama

(b) Location: Kadena Air Base, Okinawa

1 WCA for the Navy

a Responsibility: All Navy sponsored water shipments through the ports of Okinawa

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**b** Organization: Commander, Fleet Activities,  
Okinawa

**c** Mail: COMFLEACT Okinawa, ATTN: Log Dept.,  
Matl Div, Box Log/Dept, **FPO AP** 98770-1150

**d** DSN: 630-1110 (operator)

**e** Telephone: 634-1447/1059

**f** AUTODIN: RUYRSAA, COMFLEACT Okinawa JA

**2** Booking Office: See Naha, Okinawa

**(c)** Location: Naha Okinawa

**1** WCA for all Services except Navy (see Kadena)

**a** Responsibility: All non-Navy sponsored water  
shipments through the following ports:

UB1 (Naha)	UB2 (Buckner Bay)	UBB (Kin)
UBC (Tengan)	UB3 (Chimu-Wan)	UB4 (Ishigaki)
UB5 (Ie Shima)	UB6 (Kume)	UB7 (Miyako)
UB8 (Okino)	UB9 (Yaeyama)	UBF (Aja Port)

**b** Organization: MTMC Terminal Okinawa

**c** Mail: Commander, MTMC Terminal, Okinawa, **AP**  
**AP** 96331-5000

**d** DSN: 637-3724/3726

**e** Telephone: 637-1166

**f** AUTODIN: RUADBEA/MTW-N

**g** TWX: RUADBEA/CDRMTMC Terminal Okinawa  
JA//MTW-N//

**2** Booking Office:

**a** Responsibility: All water shipments from  
ports in Okinawa (port codes beginning with UB)



b Organization: MTMC OCBO, Okinawa

c Mail: Commander, MTMC Terminal Naha Japan,  
ATTN: MTW-NOC, **APO AP** 96331-5000

d DSN: 634-7736

e Telephone: 098938-1111 ask for 7-3724/3726

f AUTODIN: RUADBEA

g Message Address: CDR MTMC TML NAHA JAPAN

//MTW-NOC//

3 Booking Office: See Yokohama

(34) Korea: (P)

(a) Location: Pusan

1 WCA for all Services

a Responsibility: All water shipments through the Korean ports of Inchon (UC2), ITGBL commercial containers only; Chinhae (UDA), ammunition only; and Pusan (UD6 and UDC)

b Organization: MTMC OCCA, Pusan

c Mail: Commander, MTMC Terminal, Pusan, ATTN:  
MTW-P-FC, **APO AP** 96259-5000

d DSN: 263-3730/3731

e Telephone: (051) 67-7912

f AUTODIN: RUAGNPQ

g TWX: RUAGNPQ

2 Air Force Liaison:

a Responsibility: All Air Force sponsored shipments from installations in Korea

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**Liaison Office**                      b    Organization:    U.S. Air Force Water Port

c    Mail:    MTMC Terminal, Pusan, U.S. Air Force  
Water Port Liaison Office, **APO AP** 96259-5000

d    DSN:    271-1239

e    Telephone:    263-3269

f    AUTODIN:    RUAGNPQ

g    TWX:    RUAGNPQ

3    Booking Office:

a    Responsibility:    All water shipments from  
ports in Korea (port codes beginning with UC, UD, and UE)

b    Organization:    MTMC OCBO, Pusan

c    Mail:    Commander, MTMC Terminal Pusan, Chief,  
MTMC Freight Traffic Division, **APO AP** 96259-5000

d    DSN:    263-3730/3731

e    Telephone:    (051) 67-7912

f    AUTODIN:    RUAGNPQ

g    Message Address:    CDR MTMC TML PUSAN KOREA

//MTW-P-F//

**(35) Lebanon: (E)**

**(a) Location: Beirut**

1    WCA point of contact for all Services

a    Responsibility:    Point of contact for all  
ocean shipments through Lebanon

b    Organization:    USOMC Beirut

c Mail: USOMC Beirut, State Department Pouch  
Room, Washington, DC 20520-0001

d DSN: N/A

e Telephone: Beirut Lebanon 452-964

f AUTODIN: N/A

g ETM: USOMC BEIRUT LE

2 Booking Office: See Naples, Italy

(36) Liberia: (E)

(a) Location: Monrovia

1 WCA point of contact for all Services

a Responsibility: Point of contact for all  
ocean shipments through Liberia

b Organization: U.S. Military Mission to  
Liberia

c Mail: U.S. Military Mission to Liberia, **APO**  
**AE** 09155-5000

d DSN: N/A

e Telephone: Monrovia, Liberia 221755/224137

f AUTODIN: N/A

g ETM: LIBMISH MONROVIA LI

2 Booking Office: See Naples, Italy

(37) Mariana Islands: (P)

(a) Location: Guam

1 WCA for all Services

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a Responsibility: All water shipments through the ports of Guam (TA1, TA2 and TA6)

b Organization: U.S. Navy Sea Cargo Coordinator (NAVSEACARCOORD), Guam, Mariana Islands

c Mail: U.S. Navy Sea Cargo Coordinator, U.S. Naval Supply Depot (Code 400), **FPO AP**, CA 96630-5000

d DSN: (315) 339-5180/7239

e Telephone: (671) 339-5180/7239

f AUTODIN: RUHJHFT (data)

g TWX: RUHGXPA, NAVSEACARCOORD GUAM

2 Booking Office:

a Responsibility: All water shipments from ports in Guam, Saipan, and the Mariana Is (port codes beginning with TA)

b Organization: MTMC OCBO, Guam

c Mail: Chief, MTMC OCBO Guam, NSD Naval Station, **FPO AP**, CA 96630-5000

d AUTOVON: 339-6245/3184 or 339-7221

e Telephone: N/A

f DSN: RUHGXPA

g Message Address: CH MTMCTY OCBO GUAM

(38) Midway Island: (P) See Hawaii

(39) Morocco: See Naples, Italy

(40) Netherlands: See Germany

(a) Location: Rotterdam

1 Air Force Liaison:

Liaison Office

- a Responsibility: To be identified
- b Organization: US Air Force Water Port
- c Mail: OL-D 7300 MATRON, **APO AE** 09159
- d DSN: 362-1110, Ext. 118/119
- e Telephone: 31-10-518911, Ext 118/119
- f AUTODIN: N/A
- g Message Address: OL-D 7300 MATRON ROTTERDAM

NL//WPLO//

(41) New Zealand: (P)

(a) Location: Christchurch International Airport

1 WCA for all Services

- a Responsibility: All DoD water shipments for  
New Zealand
- b Organization: Naval Support Force  
Antarctica, Detachment Christchurch
- c Mail: Officer in Charge, Naval Support Force  
Antarctica, Detachment Christchurch, **FPO AP** 96690-2900
- d DSN: N/A
- e Telephone: Christchurch 583-079, Ext  
8016/8013/8017
- f AUTODIN: RUHHWEA, NAVSUPFORANTARCTICA DET  
CHRISTCHURCH NZ
- g TWX: N/A

2 Booking Office: See Yokohama, Japan

(42) Nicaragua: See Panama

(43) Norway: See Germany

(44) Okinawa: See Japan

(45) Panama: (C)

(a) Location: Balboa, Panama

1 WCA for all Services

a Responsibility: All water shipments through the ports of Central and South America (port identifier codes B\_\_, CQ\_\_, CR\_\_, CS\_\_, CT\_\_, CU\_\_, CV\_\_, CW\_\_, D\_\_, E\_\_, and F\_\_)

b Organization: MTMC Terminal Panama

c Mail: Commander, MTMC Terminal Panama,  
Drawer 21, **APO AA**, FL 34004-5000

d DSN: (313) 282-3851/3105

e Telephone: N/A

f AUTODIN: RULPMTM

g ETM: CDR MTMC TERM PAN BALBOA PN //MTE-PN//

2 Booking Office: See CONUS OCCA, Eastern Area

(46) Paraguay: See Panama

(47) Peru: See Panama

(48) Philippines: (P)

(a) Location: Subic Bay

1 WCA for all Services

a Responsibility: All water shipments through the ports in the Republic of the Philippines

b Organization: US Navy Sea Cargo Coordinator  
(NAVSEACARCOORD) Naval Supply Depot, Subic Bay

c Mail: Navy Sea Cargo Coordinator, U.S. Naval  
Supply Depot, **FPO AP**, CA 96651-1504

d DSN: 844-1101

e Telephone: 882-3295

f AUTODIN: RUHJWUA, NAVSEACARCOORD Subic Bay,

RP

g TWX: N/A

2 Air Force Liaison:

a Responsibility: All Air Force sponsored  
shipments through the port of Subic Bay (SA3)

b Organization: U.S. Air Force, 3 Trans/Water  
Port Liaison Office

c Mail: USAF WPLO (Code 402C), Box 33, NSD  
S-8, **FPO AP**, CA 96651-5000

d DSN: 844-1101

e Telephone: 882-3082/3812

f AUTODIN: RHMOGOA, USAF WPLO Subic Bay RP

g TWX: RHMOGOA, USAF WPLD Subic Bay RP

3 Booking Office:

a Responsibility: All water shipments from  
ports in the Republic of the Philippines (port codes beginning with S)

b Organization: MTMCTY OCBO, Subic Bay,  
Philippines

c Mail: Chief, MTMCTY OCBO, Subic Bay RP, Box  
33, **FPO AP**, CA 96651-5000

d DSN: 382-3532

e Telephone: 011-63-898-23532

f AUTODIN: RUHJWUA

g Message Address: CH MTMCTY OCBO SUBIC BAY RP

(49) Portugal: (E)

(a) Location: Lisbon

1 WCA for all Services

a Responsibility: All water shipments through the ports of Portugal (KA\_)

b Organization: MTMC Outport Lisbon

c Mail: Chief, MTMC Outport Lisbon, ATTN: MTC-LB, **APO AE**, NY 09678-0001. (Civil Post) Chief, MTMC Outport, Lisbon, American Embassy, Av. Forcas Armadas, Sete Rios, 1600 Lisbon, Portugal

d DSN: 723-1110, ask for MAAG Portugal

e Telephone: Country 35, Area 11, No 726-5632 or 726-6659/8880.8670, Ext 2281/1182

f DSN: 723-1110, Ask for American Embassy, and then the MTMC Outport

g ETM: CHIEF MTMC OUTPORT LISBON PO//MTC-LB//

h TELEX: Country 404 No 12528 (AMEMB P)

2 Booking Office: See Italy, Naples

(50) Puerto Rico: (L)

(a) Location: U.S. Naval Station, Roosevelt Roads

1 WCA for all Services

a Responsibility: All water shipments through Roosevelt Roads (CK2)

b Organization: U.S. Naval Station, Roosevelt Roads, Puerto Rico



**c** Mail: Supply Department, Code **N405**, Box  
3002, **PSC 1008, FPO AA** 34051

**d** DSN: 831-**3348/3098**

**e** Telephone: (809) 865-**3348/3098**

**f** AUTODIN: RUCLDHA

**g** ETM: NAVSTA ROOSEVELT ROADS PR

**h** **TWX: NAVSTA ROOSEVELT ROADS PR//N405**

**2** Booking Office: See CONUS OCCA, Eastern Area

**(b)** Location: San Juan

**1** WCA for All Services

**a** Responsibility: All water shipments through  
the ports of San Juan (CK1 & CKA)

**b** Organization: **MTMC Terminal**, San Juan,  
Puerto Rico

**c** Mail: **CDR MTMC Terminal, Bldg. 20, Mail &**  
**Distribution Ctr, Fort Buchanan**, Puerto Rico 00934

**d** DSN: N/A

**e** Telephone: (809) **793-2895/781-5102**

**f** **TWX: CDRMTMC TERMINAL PR//MTEA-SAO-PR**

**2** Booking Office: See CONUS OCCA, Eastern Area

**(51)** Sicily: See Italy

**(52)** Scotland: See United Kingdom

**(53)** Spain: (E)

**(a)** Location: Rota

**1** WCA for all Services

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a Responsibility: All water shipments from the immediate vicinity of Rota, Cartagena, and El Ferrol, Spain

b Organization: U.S. Naval Station, Rota, Spain

c Mail: (USPS) WCA, US Naval Station, **FPO AE** 09540-1261. (Civil Post) Supply Department, Apartado 33, Base Naval de Rota, Cadiz, Spain

d AUTOVON: 727-1110, Ext 2170/2267

e Telephone: 36-56-862780/864580/812050, Ext 2170/2267

f DSN: RUTKSHH

g ETM: WCA, USNAVSTA ROTA, SPAIN

2 Booking Office: See Naples, Italy

(b) Location: Cadiz

1 WCA for all Services

a Responsibility: All water shipments through the ports of Spain (JL\_, KJ\_, and KL\_) except El Ferrol (JL2), Rota (KJ2), and Cartagena (KL2)

b Organization: MTMC TTU Spain

c Mail: (US) Commander, MTMC TTU Spain, (MTG-SP-CAD), **FPO AE**, NY 09540-5000. (Civil Post) CDR, MTMC TTU Spain, (MTC-SP-CAD) FPO, New York, NY 09540-4700

d DSN: 723-1110 ask for Army tie line Cadiz

e Telephone: Country 34, Area 56, No 263503

f AUTODIN: RUDOENA, ROTA NAVSTA (COMSTA) (for manifest transceiving)

g ETM: RUTKSHH CDR MTMC TTU CADIZ

SPAIN//MTC-SP//

h Telex: Country 52 No 76080

2 Booking Office: See Naples, Italy

(54) Taiwan: (P)

(a) a. Location: Taipei<sup>4</sup>

1 WCA for all Services. Questions connected with the movement of all DoD personnel and material to/from Taiwan should be directed to:

a Address: American Institute on Taiwan, 7, Lane 134, HSIN, YI Road, Section 3, Taipei

b Telephone: 708-4150

c TWX: AIT TAIPEI TW

2 Booking Office: See Japan, Yokohama

(55) Tunisia: (E)

(a) Location: Tunis

1 WCA point of contact for all Services

a Responsibility: Point of contact for all ocean shipments through Tunisia

b Organization: USLO-Tunisia

c Mail: USLO-Tunisia, State Department Pouch Room, Washington, DC 20520-0001

d DSN: N/A

e Telephone: 00216-1-282-566, Ext 2191

<sup>4</sup>

The Air Asia Company LTD, Air Force Contractor - E Systems will continue to operate indefinitely in Taiwan. Future shipments destined for Air Asia Compant LTD will be routed to 18 TRNSS/LGTT, Kadena AB, JA, M/F Air Asia Compant LTD, as delineated by PACAF.

f AUTODIN: N/A

g ETM: USLOT TUNIS TS

2 Booking Office: See Naples, Italy

(56) Turkey: (E)

(a) Location: Iskenderun

1 WCA for all Services

a Responsibility: All water shipments through  
the port of Iskenderun (LQ1)

b Organization: MTMC Outport, Iskenderun,  
Turkey

c Mail: (US) Chief, MTMC Outport Iskenderun,  
ATTN: MTC-IK, **APO AE** 09289-5000. (Civil Post) Chief, MTMC Outport  
Iskenderun, ATTN: MTC-IK, P.K. 99, Iskenderun, Turkey

d DSN: 676-1110, ask for Iskenderun

e Telephone: 90-881-13353/11989

f AUTODIN: RUFLEPA

g ETM: CHIEF MTMC OUTPORT ISKENDERUN

TU//MTC-IK//

h Telex: Country 607 No 68126

2 Booking Office: See Naples, Italy

(b) Location: Istanbul

1 WCA for all Services

a Responsibility: All water shipments through  
ports in vicinity of Istanbul (LR2, LR3, LR6, and LR7)

b Organization: MTMC Outport, Istanbul, Turkey

c Mail: (US) Chief, MTMC Outport Istanbul,  
ATTN: MTC-IT, **APO AE** 09380-5000. (Civil Post) Chief, MTMC Outport  
Istanbul, ATTN: MTC-IT, 1 No. Lu denizilik Bankasi Ambari, Salipazari,  
Istanbul, Turkey

d DSN: 672-1110

e Telephone: 90-11-451266/451267

f AUTODIN: RUFLEPA (manifest data only)

g ETM: CHIEF MTMC OUTPORT ISTANBUL  
TU//MTC-IT// (no punch card data)

h Telex: Country 607, No 22619

2 Booking Office: See Naples, Italy

(c) Location: Izmir

1 WCA for all Services

a Responsibility: All water shipments through  
the port of Izmir (LR1)

b Organization: MTMC TTU TURKEY, Izmir, Turkey

c Mail: (US) Commander, MTMC TTU Turkey, ATTN:  
MTC-IM, **APO AE** 09224-5000. (Civil Post) Commander, MTMC TTU Turkey  
ATTN: MTC-IM, Sair Esref Bulvari 31/3, Izmir, Turkey

d DSN: 672-1110, ask for 3480/3411/3406

e Telephone: 90-51-145360 or 145367, Ext  
3411/3480

f AUTODIN: RUFLEPA (manifest data only)

g ETM: CDR, MTMC TTU TURKEY IZMIR TU//MTC-IM/  
(no punch card data)

h Telex: Country 607 No. 52377

2 Booking Office: See Naples, Italy

(57) United Kingdom: (E)

(a) Location: Felixstowe, Suffolk, England

1 WCA for all Services

a Responsibility: All water shipments through the ports of England (HA\_, HB\_, and HC\_), Ireland (HD\_), and certain ports of Scotland (i.e., HED, HEF, HE4, HFZ, HF4, and HF6)

b Organization: MTMC Terminal United Kingdom

c Mail: (USPS) Commander, MTMC Terminal United Kingdom, ATTN: MTC-UK-TM, **APO AE** 09755-5000 (Civil Post) Commander, MTMC Terminal United Kingdom ATTN: MTC-UK-TM, Nr 2 Bldg., Parker Avenue, Felixstowe, Suffolk, England

d DSN: 225-1110, ask for U.S. Army Felixstowe

e Telephone: Country 44, Area 394, No 282357

f AUTODIN: RUDOVJA CDR MTMC TERMINAL UK  
FELIXSTOWE UK //MTC-UK-TM//

g ETM: Same as AUTODIN

h Telex: Country 51 No 98449

i MILNET/DDN: MTMCUK @ MINET-LON-EM

2 Booking Office:

a Responsibility: All water shipments from United Kingdom ports (port codes beginning with H)

b Organization: MTMC TTCE OCBO-UK

c Mail: Chief, MTMC TTCE OCBO-UK, ATTN: MTC-TMD-UK, **APO AE** 09755-5000

d DSN: 225-1110, ask for US Army Felixstowe

e Telephone: 44-394-282965

f AUTODIN: RUDOVJA

UK //MTC-TMD-UK//

g Message Address: CH MTMC OCBO-UK FELIXSTOWE

h Telex: Country 51, No 98449

i MILNET/DDN: OCBO @ MINET-LON-EM

(58) Uruguay: See Panama

(59) Venezuela: See Panama

(60) Wake Island: See Hawaii

(61) Zaire: (E)

(a) Location: Kinshasa

1 WCA Point of contact for all Services

a Responsibility: Point of contact for all  
ocean shipments through Zaire

b Organization: U.S. Military Mission to Zaire

c Mail: U.S. Military Mission to Zaire, **APO AE**  
09662-5000

d DSN: N/A

e Telephone: Kinshasa, Zaire 22591

f AUTODIN: N/A

g ETM: ZAMISH KINSHASA CG

2 Booking Office: See Naples, Italy

8. Overseas ACAs are listed alphabetically according to their location. The listings detail the ACA's responsibility for specific areas and sponsoring Services. Each entry provides the mailing address, telephone number(s), AUTODIN routing indicator codes, and message (ETM/TWX) address. The letter in parentheses following the country indicates the theater designation as listed in paragraph 2.

a. Alaska: (A)

(1) Location: Elmendorf AFB, Alaska

(a) Service: All

1 Responsibility: Alaska

2 Organization: 11AF/LGTTB, Elmendorf AFB, Alaska

3 Mail: Commander, 11AF/LGTTB, Elmendorf AFB, AK

99506-2150

4 DSN: (317) 552-4320 or 4936

5 Telephone: (907) 552-4320 or 4936

6 AUTODIN: RHKAALA

7 ETM: 11AF Elmendorf AFB AK//LGTTB//

b. Antigua: See West Indies

c. Argentina: See Panama

d. Australia: (P)

(1) Location: Canberra

(a) Service: All

1 Responsibility: All DoD air cargo routed through Australia aerial ports except Learmonth

2 Organization: Traffic Management Office, USAFLO USCINCPACREP, Canberra, Australia

3 Mail: Traffic Management Office, USAFLO USCINCPACREP, U.S. Embassy APO San Francisco 96404-5060

4 DSN: N/A

5 Telephone: 062-732-229

6 AUTODIN: N/A

7 Message Address: CINCPACREPAUST CANBERRA AS



(2) Location: Learmonth, W. Australia

(a) Service: All

1 Responsibility: All DOD sponsored air cargo  
routed through Learmonth

2 Organization: AMC Representative, Learmonth,  
U.S. Naval Communications Station, Harold E. Holt, Australia

3 Mail: AMC Representative, U.S. Naval  
Communication Station, **FPO AP**, CA 96680-5000

4 DSN: N/A

5 Telephone: 099-49-3367

6 AUTODIN: RUHJKBA, NAVCOMMSTA, Harold E. Holt,  
Exmouth, AS

7 TWX: RUYASAA, NAVCOMMSTA, Harold E. Holt,  
Exmouth, AS

e. Azores: See Spain

f. Bahrain: (E)

(1) Location: Bahrain

(a) Service: All

1 Responsibility: Bahrain Island

2 Organization: Commander, Middle East Force,  
Bahrain

3 Mail: Administrative Support Unit, **FPO AE**  
09526-5000

4 DSN: (324) 237-1110, Ext 65

5 Telephone: (973) 243277, Ext 65

6 AUTODIN: RUDDHAA

7 ETM: ADMIN SUPU BAHRAIN

g. Belgium: See Germany

h. Bolivia: See Panama

i. Brazil: See Panama

j. Canada: (L)

(1) Location: Argentia, Newfoundland

(a) Service: All

1 Responsibility: All DoD air shipments destined for Communications Research Squadron, Gander, Newfoundland Island

2 Organization: U.S. Naval Facility, Argentia, Newfoundland

3 Mail: Personal Property Office, Box 1, U.S. Naval Facility, **FPO AE** 09597-1103

4 DSN: 622-1690, Ext 32

5 Telephone: (709) 227-5643

6 AUTODIN: N/A

7 ETM: ARGENTIA CAN

8 TWX: 016-3144

k. Chile: See Panama

l. Colombia: See Panama

m. Costa Rica: See Panama

n. Crete: See Greece

o. Cuba: (L)

(1) Location: Guantanamo Bay

(a) Service: All

1 Responsibility: All DoD air cargo consigned through U.S. Naval Station and U.S. Naval Air Station, Guantanamo Bay

2 Organization: U.S. Naval Base, Guantanamo Bay, Cuba

3 Mail: Receiving Officer, **PSC 1005**, Box 33, **FPO AE** 09593-0133

4 DSN: 723-3960, Ext 4495

5 Telephone: 011-53-99-4495

6 AUTODIN: RUEBAHA

7 ETM: NAVSTA GUANTANAMO BAY CU

8 TWX: RUEBAHA NAVSTA **GUANTANAMO BAY CU//23**

**p.** Denmark: See Germany

**q.** Diego Garcia: (P)

(1) Location: Diego Garcia

(a) Service: All

1 Responsibility: All DoD air cargo routed to/through Diego Garcia (NKW)

2 Organization: U.S. Navy Support Facility Diego Garcia

3 Mail: U.S. Navy Support Facility, Box 20, **FPO AP** 96685-2000

4 DSN: 870-0111, Ext 4140/4331/5567

5 Telephone: None

6 AUTODIN: RUVNSAA, NAVSUPPFAC DIEGO GARCIA

7 TWX: NAVSUPPFAC DIEGO GARCIA

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- r. Dominican Republic: See Panama
- s. Egypt: See Spain, Torrejon AB
- t. El Salvador: See Panama
- u. England: See United Kingdom
- v. Ecuador: See Panama
- w. Ethiopia: See Spain, Torrejon AB
- x. France: See Germany
- y. Germany: (E)

(1) Location: Ramstein

(a) Service: All

1 Responsibility: Benelux, Denmark, France, Germany, Norway, and Switzerland for all air cargo including class A & B explosives.

2 Organization: 7300 MATRON, Ramstein AB, Germany

3 Mail: 7300 MATRON/LGT ACA, **APO AE** 09012

4 DSN: 424-5213/5314

5 Telephone: None

6 AUTODIN: None

7 ETM: 7300 MATRON RAMSTEIN AB GE //ACA//

(2) Location: Rhein Main

(a) Service: All

1 Responsibility: Benelux, Denmark, France, Germany, Norway, and Switzerland for all air cargo except class A & B explosives

Germany

2 Organization: Det 2 7300 MATRON, Rhein Main AB,

3 Mail: Det 2 7300 MATRON ACA, **APO AE** 09057

4 DSN: 330-6707/3207

5 Telephone: None

6 AUTODIN: None

7 ETM: Det 2 7300 MATRON Rhein Main AB,  
Germany//ACA//

**z.** Greece: (E)

(1) Location: Hellenikon AB

(a) Service: All

1 Responsibility: Crete, Greece, and Italy  
(Brindisi) for all DoD air cargo

2 Organization: 7206 Air Base Group, Hellenikon  
AB, Greece

3 Mail: 7206 ABG/LGTT (ACA), **APO AE** 09223-5000

4 DSN: 662-5556

5 Telephone: None

6 AUTODIN: None

7 ETM: 7206 ABG HELLENIKON AB GR/LGTT ACA

**aa.** Guam: See Mariana Islands

**ab.** Guatemala: See Panama

**ac.** Hawaii: (P)

(1) Location: Honolulu

(a) Service: Army

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1 Responsibility: All Army sponsored air shipments through Hickam AFB (HIK)

2 Organization: U.S. Army, ACA, Hickam AFB

3 Mail: USAACA, Hawaii, Hickam Air Force Base, HI 96853

4 DSN: 430-0111

5 Telephone: (808) 449-6770

6 AUTODIN: RUHHHMA

7 TWX: RUHHHMA/CDRUSASCH Ft Shafter,  
HI//APZV-DIT-C//

**(b) Service: Navy, Marine Corps, and Coast Guard**

1 Responsibility: All Navy, Marine Corps and Coast Guard air shipments through Hickam AFB (HIK) and Honolulu International Airport

2 Organization: Naval Supply Center, Pearl Harbor, Hawaii

3 Mail: Director, Air Cargo Br/NOACT, AMC Air Freight Terminal, Bldg. 4069, Hickam Air Force Base, HI 96853-5000

4 DSN: 430-0111

5 Telephone: (808) 449-6532/6621/6436

6 AUTODIN: N/A

7 Message Address: NOACT HICKAM AFB HI

**(c) Service: Air Force**

1 Responsibility: All Air Force sponsored air shipments through Hickam AFB (HIK)

2 Organization: Air Force ACA, Hickam AFB, Hawaii

AFB, HI 96853-5000 3 Mail: 15 Transportation Squadron/LGTTACA, Hickam

4 DSN: 430-0111

5 Telephone: (808) 449-5072

6 AUTODIN: RUHVAAA

7 TWX: RUHVAAA/15 TRNSS HICKAM AFB HI //LGTACA

**ad.** Honduras: See Panama

**ae.** Iceland: (L)

(1) Location: Keflavik

(a) Service: All

1 Responsibility: All DoD air shipments through  
Keflavik (KEF)

2 Organization: U.S. Naval **Air** Station, Keflavik,  
Iceland

3 Mail: Material **Division** Officer (**HHG**), U.S.  
Naval **Air** Station, Keflavik, **PSC 1003**, Box 21, **FPO AE 09278-0321**

4 DSN: **450-7998/4618/4336**

5 Telephone: 011-354-25-7998/4618/4336

6 AUTODIN: RUEO**BML**

7 ETM: NAV**AIR**STA KEFLAVIK IC

8 TWX: NAVSTA KEFLAVIK IC//405

**af.** Ireland: See United Kingdom

**ag.** Israel: (E)

(1) Location: Tel Aviv

(a) Service: All

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1 Responsibility: Point of contact for air shipments through Israel

2 Organization: USDAO, American Embassy Tel Aviv

3 Mail: USDAO, American Embassy Tel Aviv, **APO AE**  
09672-5000

4 DSN: N/A

5 Telephone: 00972-3-654338, Ext 361

6 AUTODIN: N/A

7 ETM: USDAO TEL AVIV IS

**ah.** Italy: (E) (also see Greece)

(1) Location: Naples

(a) Service: All

1 Responsibility: Immediate vicinity of Naples

2 Organization: U.S. Navy Support Activity, Naples

3 Mail: (USPS) U.S. Naval Support Activity, Box 5,  
**FPO AE** 09521-5000. (Civil Post) U.S. Naval Support Activity, Via E.  
Scarfoglio, Pozzuoli (Napoli) 80078

4 DSN: 625-1110, Ext 4290/4291

5 Telephone: 0039-081-724-4290/4291

6 AUTODIN: RUFLSKA

7 ETM: ACA, US NAVSUPPACT, NAPLES IT

8 MINET Terminal: matnsa CPO

(2) Location: Sigonella

(a) Service: All

1 Responsibility: Immediate vicinity of Sigonella



Italy

09523-5000

- 2 Organization: Naval Air Station, Sigonella,
- 3 Mail: ACA, U.S. Naval Air Station, **FPO AE**
- 4 DSN: 624-1110, Ext 5371/5375
- 5 Telephone: 095-861110, Ext 5371/5375
- 6 AUTODIN: REFLEWA
- 7 ETM: ACA, US NAV AIR STA, SIGONELLA, IT

(3) Location: Aviano AB

(a) Service: All

- 1 Responsibility: Northeastern Italy
- 2 Organization: 40 TAC GP Aviano AB, Italy
- 3 Mail: 40 TAC GP/LGTT (ACA), **APO AE** 09293-5000
- 4 DSN: 623-1110, Ext 646
- 5 Telephone: None
- 6 AUTODIN: None
- 7 ETM: 40 TAC GP AVIANO AB ITALY/LGTT ACA

ai. Japan: (including Okinawa) (P)

(1) Location: Iwakuni

(a) Service: All

- 1 Responsibility: Iwakuni, Japan
- 2 Organization: Marine Corps Air Station Iwakuni
- 3 Mail: Marine Corps Air Station Iwakuni, **FPO AP**

98764-5000

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- 4 DSN: 253-3456
- 5 Telephone: None
- 6 AUTODIN: RHARSAA
- 7 TWX: RJOI

**(2) Location: Kadena, Okinawa**

**(a) Service: Army**

1 Responsibility: All Army sponsored air shipments through Kadena AB (DNA)

2 Organization: U.S. Army Garrison, Okinawa, Director of Logistics

3 Mail: U.S. Army Garrison, Okinawa, Director of Logistics, ATTN: AJGO-LT (ATCO), **APO AP** 96331-0008

4 DSN: 634-1450/1457

5 Telephone: No commercial telephone

6 AUTODIN: CDR USAGO MAKIMINATO JA //AJGO-LT//

7 TWX: RUADBEA CDRUSAGO MAKIMINATO JA //AJGO-LT//

**(b) Service: Navy**

1 Responsibility: All Navy sponsored air shipments through Okinawa aerial ports

2 Organization: Commander, Fleet Activities, Okinawa

3 Mail: COMFLEACT Okinawa, ATTN: Log Dept, Matl Div, Box Log Dept, **FPO AP** 98770-1150

4 DSN: 630-1110 (operator)

5 Telephone: 634-1447/1059

6 AUTODIN: RUYRSAA, COMFLEACT OKINAWA JA

7 TWX: N/A

(c) Service: Air Force

1 Responsibility: All Air Force sponsored air shipments through Kadena AB (DNA)

2 Organization: HQ 313 Air Division, Kadena AB, Japan

3 Mail: 313 Air Division/LGTL, **APO AP** 96239-5000

4 DSN: 630-1110

5 Telephone: 634-4492/3306

6 AUTODIN: RUADKEA/313 AD KADENA AB JA/LGTL

7 TWX: RUADKEA/313 AD KADENA AB JA/LGTL

(d) Service: Marine Corps

1 Responsibility: All Marine Corps sponsored air shipments through Kadena AB (DNA)

2 Organization: U.S. Marine Corps, Traffic Management Officer, Third Force Service Support Group, Camp Kinser, Okinawa

3 Mail: Traffic Management Office, Third Force Service Support Group, Fleet Marine Force, **FPO AP**, CA 96602-5000

4 DSN: 640-1110

5 Telephone: 637-3919

6 AUTODIN: RUADBEA/CG Third FSSG

7 TWX: N/A

(3) Location: Misawa

(a) Service: All

1 Responsibility: Misawa AB, Japan

AB

2 Organization: Traffic Management Office, Misawa

3 Mail: 6112 ABW/LGTACA, **APO AP**, CA 96519-5000

4 DSN: 248-1101

5 Telephone: 266-3292/5629

6 AUTODIN: RUKWAA

7 TWX: 6112 ABW MISAWA AB JA/LGTACA

(4) Location: Yokota

(a) Service: Army

1 Responsibility: All Army sponsored air shipments through Yokota AB (OKO)

2 Organization: U.S. Army, Air Traffic Coordinating Office, Yokota US Army Garrison, Honshu

3 Mail: U.S. Army ATCO, U.S. Army Garrison, Honshu  
**APO AP**, CA 96328-5000

4 DSN: 242-1101

5 Telephone: 225-7002/8700

6 AUTODIN: RUMMJNA/ATTN: Army ATCO

7 TWX: RUMMJNA/U.S. ARMY ATCO YOKOTA JA

//IO-TR-ZA//

(b) Service: Navy, Marine Corps, and Coast Guard

1 Responsibility: All Navy, Marine Corps, and Coast Guard sponsored air shipments through Yokota AB (OKO)

2 Organization: U.S. Navy Overseas Air Cargo Terminal (NOACT)

3 Mail: Chief Petty Officer in Charge, U.S. Navy Overseas Air Cargo Terminal (NOACT), Building 79, **APO AP** 96328

4 DSN: 248-1101, then ask for local number below  
5 Telephone: 225-9428/9514/8979/8782  
6 AUTODIN: RUADJNA, NOACT YOKOTA AB, JA  
7 TWX: RUADJTA, NOACT YOKOTA AB, JA (commercial  
refile point)

(c) Service: Air Force

1 Responsibility: All Air Force sponsored air  
shipments through Yokota AB (OKO)

2 Organization: Air Force Airlift Clearance  
Authority, Yokota AB

3 Mail: 475 Trans Sq/LGTAC, **APO AP**, CA 96328-5000

4 DSN: 248-1101

5 Telephone: 225-8874/9041

6 AUTODIN: 475TRNSS YOKOTA AB JA/LGTAC

7 TWX: 475TRNSS YOKOTA AB JA/LGTAC

aj. Korea: (P)

(1) Location: Kunsan

(a) Service: All

1 Responsibility: Kunsan Air Base activities

2 Organization: Kunsan AB, Korea

3 Mail: 8TFW/LGTT, **APO AP** 96264

4 DSN: 272-2345

5 Telephone: 5418/5345

6 AUTODIN: RUAKMLA

7 TWX: RUAKMLA/8 TFW KUNSAN AB KOREA//LGTT//

(2) Location: Kwang Ju

(a) Service: All

1 Responsibility: Kwang Ju Air Base

2 Organization: 6171 Combat Support Squadron

3 Mail: 6171 AB SQ/LGTT, **APO AP**, CA 96324-5000

4 DSN: 271-1234 (Osan AB), ask for Kwang Ju number

below

5 Telephone: 4016/4784

6 AUTODIN: N/A

7 TWX: RUAKLSA/6171 ABS KWANG JU AB KOREA//LGTT//

(3) Location: Osan

(a) Service: All

1 Responsibility: All DoD sponsored air shipments through Osan AB, Kimpo, and Taegu except Air Force sponsored shipments through Osan and Taegu

2 Organization: Commander, 25th Transportation Center (MC)

3 Mail: Commanding Officer, U.S. Army/Navy Air Traffic Coordinating Office, 25th Transportation Center (MC), **APO AP**, CA 96301-5000

4 DSN: 262-3715/3985

5 Telephone: 293-5675

6 AUTODIN: CDR 25th TRANSCON (MC) SEOUL KOR

//EATC-MF//

7 TWX: RUAGAAA

(b) Service: Air Force

1 Responsibility: All Air Force sponsored air shipments through Osan Air Base

2 Organization: Osan Air Base, Korea

3 Mail: 51 Trans Sq/LGTT, **APO AP**, CA 96570-5000

4 DSN: 271-1234

5 Telephone: None

6 AUTODIN: RUAKKRA

7 TWX: 51 COMPW OSAN AB KOREA//LGTT//

(4) Location: Taegu

(a) Service: All

1 Responsibility: Taegu AB Korea

2 Organization: 6168 AB SQ/LGTT

3 Mail: 6168 CSS, **APO AP**, CA 96213-5000

4 DSN: 271-1234 (Osan AB) ask for Taegu number

5 Telephone: 4725/4328

6 AUTODIN: N/A

7 TWX: RUAKRSA/6168 ABS TAEGU AB KOREA//LGTT//

below

ak. Lebanon: (E)

(1) Location: Beirut

(a) Service: All

1 Responsibility: point of contact for air shipments through Lebanon

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2 Organization: USOMC, Beirut

3 Mail: USOMC, Beirut, State Department Pouch  
Room, Washington, DC 20520-5000

4 DSN: N/A

5 Telephone: Beirut, Lebanon 452-964

6 AUTODIN: N/A

7 ETM: USOMC BEIRUT LE

**al.** Liberia: (E)

(1) Location: Monrovia

(a) Service: All

1 Responsibility: point of contact for air  
shipments through Liberia

2 Organization: U.S. Military Mission to Liberia

3 Mail: U.S. Military Mission to Liberia, **APO AE**  
09155-5000

4 DSN: N/A

5 Telephone: Monrovia, Liberia 221755/224137

6 AUTODIN: N/A

7 ETM: LIBMISH MONROVIA LI

**am.** Mariana Islands: (P)

(1) Location: Guam

(a) Service: Air Force

1 Responsibility: Guam, except Navy and Marine  
Corps



Anderson AFB, Guam

- 2 Organization: Air Force Clearance Authority,
- 3 Mail: 43d CSG/LGTT, **APO AP**, CA 96334-5000
- 4 DSN: 322-1110
- 5 Telephone: 362-3140 or 366-5272
- 6 AUTODIN: RUHJOFA
- 7 TWX: RUHGSAA/43 CSG ANDERSON AFB GU//LGTT//

**(b)** Service: Navy and Marine Corps

1 Responsibility: All Navy and Marine Corps sponsored air shipments through Anderson AFB (UAM) and NAS Agana/Guam International Airport (GUM)

Mariana Islands

- 2 Organization: U.S. Naval Supply Depot, Guam,

3 Mail: Commanding Officer, U.S. Naval Supply Depot (Code 400), **FPO AP**, CA 96630-5000

4 DSN: (315) 339-5180/7239

5 Telephone: (671) 339-5180/7239

6 AUTODIN: RUHJHFT (data)

7 TWX: RUHGXPA NSD GUAM

**an.** Midway Island: (P)

**(1)** Location: Midway Island

**(a)** Service: All

Island

- 1 Responsibility: All air shipments through Midway

2 Organization: Naval Air Facility, Midway Island

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**AP, CA 96614-5000**      3    Mail: Officer-In-Charge, NAF Midway Island, **FPO**

4    DSN: 430-0111, Ext 400/814/541

5    Telephone: Via Honolulu, Hawaii International  
Operator (808) 422-0531, Ext 400/814/541

6    AUTODIN: N/A

7    Message Address:    NAF MIDWAY ISLAND

**ao.**   Morocco:   See Spain, Torrejon AB

**ap.**   Netherlands:   See Germany

**aq.**   New Zealand:   (P)

(1)   Location:   Christchurch International Airport

(a)   Service:   All

1    Responsibility:   All DoD air shipments for New  
Zealand

2    Organization:   Naval Support Force Antarctica,  
Detachment Christchurch

3    Mail:   Officer in Charge, Naval Support Force  
Antarctica, Detachment Christchurch, **FPO AP, CA 96690-2900**

4    DSN:   N/A

5    Telephone:   Christchurch 583-079, Ext  
8016/8013/8017

6    AUTODIN:   RUHHWEA, NAVSUPFORANTARCTICA DET  
CHRISTCHURCH NZ

7    TWX:   N/A

**ar.**   Nicaragua:   See Panama

**as.**   Norway:   See Germany

**at.** Okinawa: See Japan

**au.** Panama: (C)

(1) Location: Ft Clayton, Panama

(a) Service: All

1 Responsibility: Central America, South America,  
and Dominican Republic

2 Organization: Air Traffic Coordinating Office,  
193d Infantry Brigade (Panama)

3 Mail: Commander, 193d Infantry Brigade (Panama),  
Transportation Division, ATTN: AFZU-DIT, APO, Transportation Division,  
ATTN: AFZU-DIT, **APO AA**, FL 34004-5000.

4 DSN: (312) 285-5616

5 Telephone: Overseas Operator 87 plus Ext. 5616

6 AUTODIN: RULPAKA, CDR 193D INF BDE (PAN) FT  
CLAYTON PN//AFZU-DIT-C//

7 ETM: RULPAKA, CDR 193D INF BDG (PAN) FT CLAYTON  
PN//AFZU-DIT-C//

**av.** Paraguay: See Panama

**aw.** peru: See Panama

**ax.** Philippines: (P)

(1) Location: Clark Air Base

(a) Service: Army and Air Force

1 Responsibility: All Army and Air Force sponsored  
air shipments in the Republic of the Philippines

2 Organization: U.S. Air Force ACA, Clark AB

3 Mail: 3 TFW/LGTTA, **APO AP**, CA 96274-5000

- 4 DSN: 822-1101
- 5 Telephone: 21107/24118
- 6 AUTODIN: RUMIAAA
- 7 TWX: RUMIAAA/3 TFW CLARK AP RP/LGTTA

(b) Service: Navy, Marine Corps, and Coast Guard

1 Responsibility: All Navy, Marine Corps, and Coast Guard sponsored air shipments through Clark AB (CRK)

2 Organization: U.S. Navy Overseas Air Cargo Terminal (NOACT), Naval Supply Depot, Subic Bay, RP

3 Mail: Navy Overseas Air Cargo Terminal, Clark Air Base, **APO AP**, CA 96274-5000

- 4 DSN: 822-1101, Ext 33555
- 5 Telephone: 89-33555
- 6 AUTODIN: RHMIAAA, NOACT Clark AB, RP
- 7 TWX: N/A

(2) Location: NAS Cubi Point

(a) Service: Navy, Marine Corps, Coast Guard, and Air Force

1 Responsibility: All Navy, Marine Corps, Coast Guard, and Air Force sponsored air shipments through NAS Cubi Point (CUA)

2 Organization: U.S. Navy, Naval Air Station, Cubi Point, RP

3 Mail: Air Terminal Division, Box 21, USNAS, **FPO AP**, CA 96654-1210

- 4 DSN: 885-3211
- 5 Telephone: 885-3211/3749

6 AUTODIN: RUHHWIB

7 Message Address: RUHHWIA AIR TERMINAL NAS CUBI

PT RP

**ay.** Portugal: See Spain

**az.** Puerto Rico: (L)

(1) Location: U.S. Naval Station, Roosevelt Roads

(a) Service: All

1 Responsibility: All DoD air shipments through  
Roosevelt Roads (NRR)

2 Organization: U.S. Naval Station, Roosevelt  
Roads, Puerto Rico

3 Mail: Supply Department, Code **N405**, Box 3002,  
**PSC 1008 FPO AA** 34051-3002

4 DSN: 831-**3348/3098**

5 Telephone: (809) 865-**3348/3098**

6 AUTODIN: RUCLDHA

7 ETM: NAVSTA ROOSEVELT ROADS PR

8 **TWX: NAVSTA ROOSEVELT ROADS PR//N405**

**ba.** Scotland: See United Kingdom

**bb.** Sicily: See Italy

**bc.** Spain: (E)

(1) Location: Rota

(a) Service: All

1 Responsibility: Immediate vicinity of Rota,

Spain

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- 2 Organization: U.S. Naval Station, Rota, Spain
- 3 Mail: ACA, U.S. Naval Station, **FPO AE**, NY
- 4 DSN: 727-1110, Ext 2170
- 5 Telephone: 36-56-862780, Ext 2170
- 6 AUTODIN: RUTKSHH
- 7 ETM: ACA, U.S. NAVSTA ROTA, SPAIN

**(2) Location: Torrejon Air Base**

**(a) Service: All**

Spain (other than Rota)

- 1 Responsibility: North Africa, Portugal, and Spain
- 2 Organization: Det 4, 7300 MATRON, Torrejon AB, Spain
- 3 Mail: Det 4, 7300 MATRON/ACA, **APO AE**, NY
- 4 DSN: 723-6170/6842
- 5 Telephone: N/A
- 6 AUTODIN: N/A
- 7 ETM: Det 4, 7300 MATRON, TORREJON AB

SPAIN//ACA//

**bd. TAIWAN: (P)**

**(1)** Questions connected with the movement of all DoD personnel and materiel to/from Taiwan should be directed to The Air Asia Company LTD, Air Force Contractor - E Systems will continue to operate indefinitely in Taiwan. Future shipments destined for Air Asia Company LTD will be routed to 18 TRNSS/LGTT, Kadena AB, JA, M.F Air Asia Company LTD, as delineated by PACAF

(a) Address: American Institute on Taiwan, 7, Lane 134,  
HSIN YI Road, Section 3, Taipei

(b) Telephone: 708-4150

(c) TWX: AIT TAIPEI TW

be. Tunisia: (E)

(1) Location: Tunis

(a) Service: All

1 Responsibility: Point of contact for all air  
shipments through Tunisia

2 Organization: USLO-Tunisia

3 Mail: USLO-Tunisia, State Department Pouch Room,  
Washington, DC 20520-5000

4 DSN: N/A

5 Telephone: 00216-1-282-566, Ext 2191

6 AUTODIN: N/A

7 ETM: USLOT TUNIS TS

bf. Turkey: (E)

(1) Location: Incirlik, Turkey

(a) Service: All

1 Responsibility: Turkey

2 Organization: Det 6, 7300 MATRON, Incirlik,  
Turkey

3 Mail: Det 6, 7300 MATRON/ACA, APO AE, NY  
09289-5000

4 DSN: 676-6707/3207

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5 Telephone: N/A

6 AUTODIN: N/A

7 ETM: Det 6, 7300 MATRON, INCIRLIK TU//ACA//

**bg.** Uganda: (E)

(1) Location: Kampala

(a) Service: All

1 Responsibility: Point of contact for all air shipments through Uganda

2 Organization: American Embassy Kampala

3 Mail: American Embassy Kampala, State Department Pouch Room, Washington, DC 20520-5000

4 DSN: N/A

5 Telephone: Kampala Uganda 59791

6 AUTODIN: N/A

7 ETM: AMEMBASSY KAMPALA

**bh.** United Kingdom: (E)

(1) Location: Dublin, Ireland

(a) Service: All

1 Responsibility: Point of contact for all air shipments through Ireland

2 Organization: USDAO, American Embassy Dublin

3 Mail: USDAO, American Embassy Dublin, State Department Pouch Room, Washington, DC 20520-5000

4 DSN: N/A

5 Telephone: 00351-1-688777, Ext 257



6 AUTODIN: N/A

7 ETM: USDAO DUBLIN IR

(2) Location: RAF Mildenhall, UK

(a) Service: All

1 Responsibility: All of the UK except Ireland and  
Scotland

2 Organization: Det 1, 7300 MATRON, RAF  
Mildenhall, United Kingdom

3 Mail: Det 1, 7300 MATRON/ACA, **APO AE**, NY  
09127-5000

4 DSN: 238-2232/2703

5 Telephone: 0638-712511, Ext 2232/2703

6 AUTODIN: N/A

7 ETM: Det 1, 7300 MATRON RAF MILDENHALL UK//ACA//

(3) Location: Prestwick, Scotland

(a) Service: All

1 Responsibility: All air shipments through  
Scotland

2 Organization: OL P 313 Aerial Port Squadron,  
Prestwick, IAP, Scotland

3 Mail: (USPS) OL P 313 APS, FMA Box 50, **APO AE**  
09049-5000 (Civil Post) OL P 313 APS (AMC), Prestwick International  
Airport, Prestwick, Ayrshire, Scotland KA92PO

4 DSN: 238-1110, ask for Prestwick

5 Telephone: 01144 292 79866

6 AUTODIN: RUDONAA

7 ETM: OL P 313 APS PRESTWICK IAP SCOTLAND

bi. Uruguay: See Panama

bj. Venezuela: See Panama

bk. Wales: See United Kingdom

bl. West Indies: (L)

(1) Location: Antigua

(a) Service: All

Antigua

1 Responsibility: All DoD air shipments through

2 Organization: U.S. Naval Facility, Antigua

34054-1040

3 Mail: U.S. Naval Facility Antigua, **FPO AA**, FL

4 DSN: 854-1110, Ext 450/479

5 Telephone: N/A

6 AUTODIN: N/A

7 ETM: NAVFAC ANTIGUA

bm. Zaire: (E)

(1) Location: Kinshasa

(a) Service: All

1 Responsibility: All air shipments through Zaire

2 Organization: U.S. Military Mission to Zaire

09662-5000

3 Mail: U.S. Military Mission to Zaire, **APO AE**, NY

- 4 DSN: N/A
- 5 Telephone: Kinshasa, Zaire 22591
- 6 AUTODIN: N/A
- 7 ETM: ZAMISH KINSHASA CG

bn. Zambia: (E)

(1) Location: Lusaka

(a) Service: All

1 Responsibility: Point of contact for all air shipments through Zambia

2 Organization: American Embassy Lusaka

3 Mail: American Embassy Lusaka, State Department Pouch Room, Washington, DC 20520-5000

- 4 DSN: N/A
- 5 Telephone: Lusaka, Zambia 214911
- 6 AUTODIN: N/A
- 7 ETM: AMEMBASSY LUSAKA